

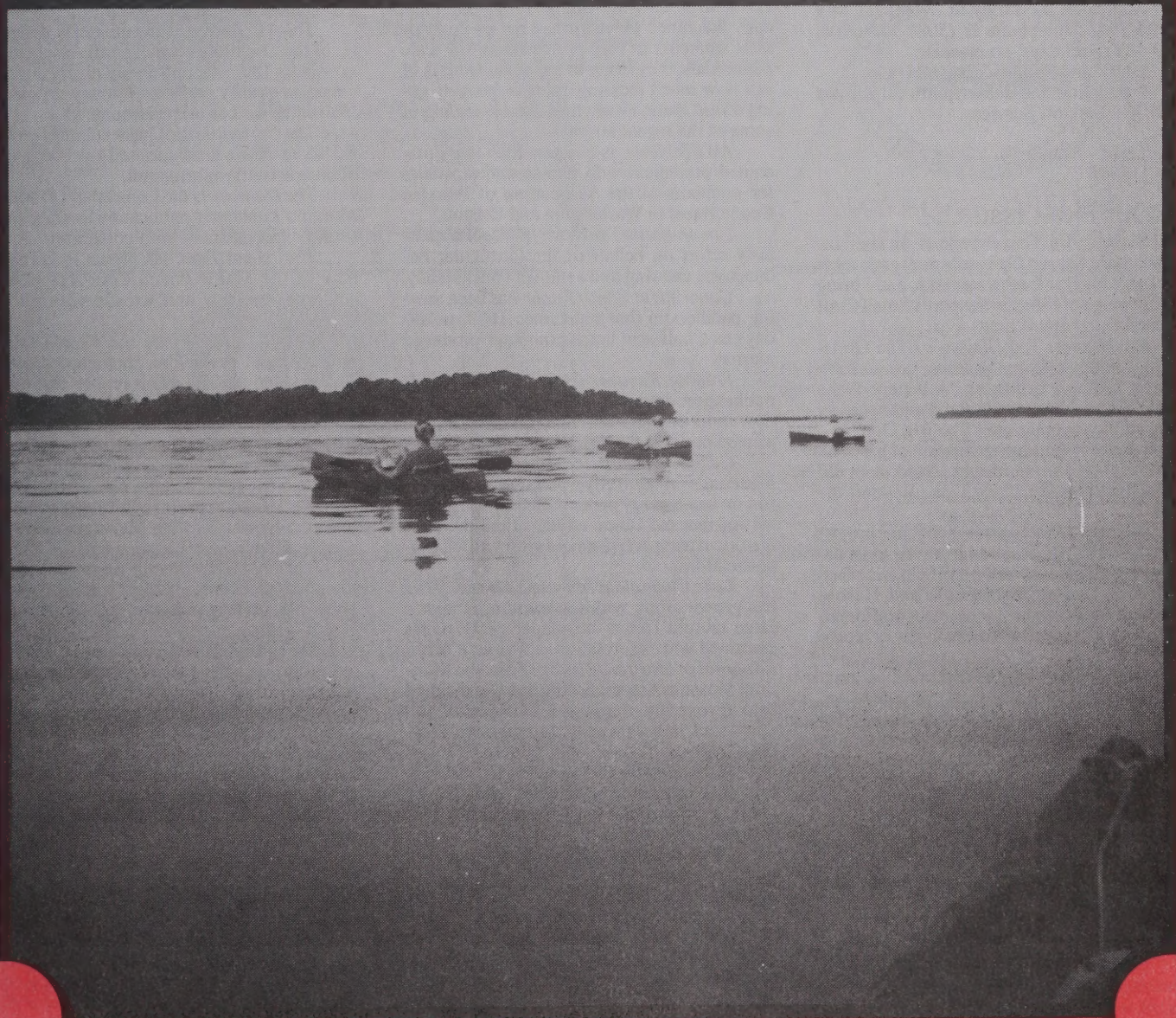
Special Features This Issue
Celia Mai, a Lightweight Sailing Dory Canoe
Carolina Messabout - The Porpoise Beneath My Paddle



messing about in BOATS

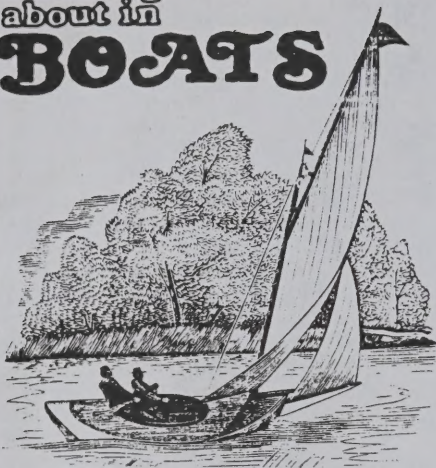
Volume 14 - Number 4

July 1, 1996



1015.305
M585

messing about in BOATS



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by International Postal Money Order.

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is (508) 774-0906, 8:00-5:00 weekdays, no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment by Office Support Services.

Volume 14 - Number 4
July 1, 1996

In Our Next Issue...

Events: Jim Thayer reports on the "Intermountain Season Opener" small craft meet on Utah's biggest freshwater lake, and I bring you coverage of "Mystic Seaport's Small Craft Weekend" in Connecticut.

Adventures: Tony Trisco's "The Christening", bumped from this issue, gets its turn. Warren Millberg brings us "A Watery Wake Up Call", Jim Thayer tells about getting ready to go sailing overseas in "The Big One" and Roger Stone begins a serialization of his book research cruise around Long Island in an old wooden sailboat in "Fair Tide...Beyond the Blitz".

Projects: Myron Arms' schooner project some 15 years ago resulted in a visit to its designer/builder, now he tells us about it in "Bud McIntosh...a Reminiscence", and Harold Burnham continues his series about his Friendship sloop *Chrissie* in "To Chainsaw or Not to Chainsaw?"

Designs: Bill Mantis discusses an amateur designer's dreamboat in "Wouldn't Boat, an Exercise in Design Anarchy", Bill Foden presents two of his concepts in "Serenity, the Slowest Boat Afloat" and "60 Minute Dinghy, the Ugly Duckling", and Phil Bolger shows us his "22' Leeboard Yawl Concept".

Techniques: Irving Sheldon discusses "Mast Troubles", Gail Ferris extols the charms of "Looking Where You're Rowing With the Contender", and we'll have a page of several short technotes.

On the Cover...

Serenity is the scene at Cedar Key in Florida where several of Mac McCarthy's Wee Lassie owners joined the sailing crowd for a laid back weekend afloat. Mac tells us about it in this issue.

Commentary...

Occasionally someone will phone us about our "newsletter", they heard about *Messing About in Boats* and got the impression that this is what we are, a newsletter. I think we look more like a magazine, due to our format, size, photos and at least semi-pro production and layout quality. But, I guess it's the contents that inspire the newsletter notion. Amateur writing about amateur projects and adventures. A magazine would have professional writing from all-knowing editorial folks.

I like to think we're an in-between, much more than a newsletter but somewhat less than a real magazine. I see both magazines and newsletters about our favorite subject and when considering what I am reading conclude we have adapted some of the better aspects of both.

There are a lot of newsletters in circulation in our own small boat interest area, and I receive many of them. Some are exchanges, they send me theirs, I send them mine. Others are from groups who have put me on their comp list so that I, as a magazine editor, will know what they are doing. From one page copy machined sheets turned out by enthusiastic amateurs to very professional full scale periodicals, they bring to me an awareness of just how much messing about in boats is going on out there. Herewith a short sampling of some of the recent arrivals.

AWBB News is a typewritten copy machined periodical with photos and drawings for members of the Association of Wooden Boatbuilders in Washington and Oregon.

Canoe Sailor is Marilyn Vogel's quarterly effort on behalf of that particular enthusiasm, catering to a smallish constituency.

Connecticut Canoe Racer has been serving paddlers in that state since 1979, nowadays as a half-size home computer produced journal.

Folding Kayaker is Ralph Diaz's own publication devoted to his special affection, now in its 6th year as a no nonsense 12 page printed periodical.

Gazette Annual 1996, the Antique Boat Museum's wonderfully evocative 32 page effort on heavy ivory paper with brown ink photos for that old timey effect, offers much of historical perspective mixed with future prognostications.

Lake Champlain Maritime Museum News has grown along with the museum, is now a large tabloid format newspaper of 16 pages crammed with information. *Mains'l Haul*, a *Journal of Maritime History* from the Maritime Museum Association of San Diego could fool anyone into thinking it a magazine, full color, slick heavy paper, very professional layout, 32 pages.

Maritime Museum News is Cubberly & Shaw's commercial newsletter available by subscription to persons interested in this subject.

Metropolitan Paddler is the quarterly publication of the Metropolitan Canoe & Kayak Club of Brooklyn, NY, now in its 21st year promoting canoeing and kayaking in the greater New York city area.

Restoration Quarterly is a new publication just out from Elizabeth Meyer's International Yacht Restoration School, outlining big plans from this ambitious undertaking in Newport.

Riverways is published by the Massachusetts Department of Fisheries, Wildlife & Environmental Law Enforcement devoted to protecting, improving and enjoying the state's rivers.

Sail Newport is the promotional effort in that city to keep yachting alive and well after the Americas Cup departed, a lot of local boosterism is working with a full calendar of sailing activities listed.

SCSBMS News is Annie Kolls' effort on behalf of the Southern California Small Boat Messabout Society, nicely printed now with photos.

Shavings from Dick Wagner's Center for Wooden Boats in Seattle has been coming for years with news of their activities and historical articles.

Small Wooden Boat Association of Nova Scotia Newsletter is a quality photocopy 6 page effort, the color copier covers are superb for a budget publication.

Steamboat Bill is the heavyweight 80+ page quarterly journal of The Steamship Historical Society of America founded in 1940 and loaded with all anyone would want to know about very large vessels.

The Ash Breeze is the quarterly newsletter of the Traditional Small Craft Association, now in its 18th year and a very nicely done 32 pager on quality paper with many articles of interest as well as association news.

The Current is the Connecticut River Oar & Paddle Club's nicely printed low cost source of club activity information.

The Dolphin is the Long Island Maritime Museum's quarterly publication featuring Long Island's largest small craft collection.

The Island Trail has grown to 20 pages now as the Maine Island Trail Association continues to grow and wrestle with growth issues.

The Paddler serves the Rhode Island Canoe Association with a photocopied mix of club news, river conditions reports and member war stories.

The Wee Lassie is Mac McCarthy's typewritten photocopied journal of information about this special boat and the people who build and use them and the places they go.

Waterline, a special edition just received from the North Carolina Maritime Museum, is a bit different than usual, a foldout to 17" x 22" on heavy textured ivory paper featuring a sort of calendar chronology, "A Line Through Time" illustrating museum highlights of the past 20 years.

These are not all by any means, there are lots more. These happened to be the latest pile received sitting nearby when I sat down to write this up. This is not a definitive list, but rather in indication to you of just how many people in so many places are promoting messing about in boats in their own ways. Many of these groups are listed on our "Activities & Events Organizers" pages if you wish to reach any of them.

A common thread that runs through all of these newsletters is the volunteerism and enthusiasm of those participating in the various organizations. Obviously small special interest clubs rely on volunteers to make things happen but even the well financed museums emphasize in their newsletters the importance of all the effort their volunteers put out for their common cause. It really is a love affair we all seem to have with these little boats.

"MAYDAY, MAYDAY, MAYDAY! This is the vessel *No Name*. We are taking on water and in danger of sinking. Our location is latitude X, longitude Y.

A call very similar to that was broadcast on Channel 16 last summer, and because people were listening, no less than three agencies, the Coast Guard, the Massachusetts Environmental Police and a local harbor master, responded. Thanks to prompt response and good auxiliary pumps the vessel, which had sprung a plank, and the crew were saved.

There are two lessons to this true story.

First, and obvious, is know where you are at all times. Use Loran, GPS or old fashioned dead reckoning, but be able to give your position. The Coast Guard Rescue Coordination Center will time your call, then plot set and drift and send assistance to the right place only if you have given an accurate position. Plot a fix or a DR position on your chart every 30 minutes.

Second, and not quite so obvious, have good communication with the shore. Those of us who mess about in small boats have three choices, citizens band, cellular telephone and VHF radio.

Citizens band radio should, I believe, be dismissed as safety equipment. Essentially nobody is listening. It's fine if you and a "good

Small Boat SAFETY

Communications

By Tom Shaw, USCG Auxiliary

buddy" want to chat about a great fishing hole, but the Coast Guard, and most other vessels, do NOT monitor CB.

Second, and increasingly popular, is the cellular telephone. I have just been given one by my children and find that it gives clear communication in most (but not all) of the waters in which I normally boat. I value the privacy that the cell phone gives and I like the fact that friends can contact me when I am on the waters, but...

The greatest virtue of the cellular telephone is also its greatest weakness. I might be able to reach the nearest Coast Guard station in a "MAYDAY" situation, but that station (or its patrol boat) might be many miles away and a vessel in my immediate vicinity would never

know that I needed help nor be able to respond. If ever I have to call "MAYDAY," I want everybody to know it. As we say in the south, "Y'all come!"

Which brings us back to the tried-and-true marine VHF radio. Yes, there is no privacy of communication. Yes, it is a nuisance to get an FCC license (\$75 for 10 years as of September 1995). Yes, if I already own a cellular telephone it is an additional expense to buy a VHF, an antenna and an FCC license, but the cost is a very small "insurance policy." Besides, if I always have my VHF turned to Channel 16 (as the law requires when I am underway), I just might be able to render vital and lifesaving assistance to a fellow boater.

When I owned a cabin cruiser, it had a small sign which read, "O God, thy sea is so big and my boat is so small." A VHF radio makes that sea a little bit smaller.

By-The-Sea

The On-Line Journal For Boats & Boating

Presentations of Builders, Kits/Plans, Schools, Supplies, Associations & Boating Magazines

Visit Us At <http://www.by-the-sea.com>



Learn Yacht Restoration at IYRS

Summer Program June 9 - August 24

Fall Semester Begins September 24

RESTORATION SUBJECTS:

Herreshoff S Boat

Chris Craft Runabout

Peapod Rowing Boat

Enroll for a Class, a Week, a Semester or a Year

Restoration Facility Open To The Public

Send for Free Catalog & Newsletter

International Yacht Restoration School

28 Church Street, Newport, RI 02840

Tel 401 849-3060 Fax 401 849-1642



1996 BOAT BUILDING SCHOOL SCHEDULE

RESTORATION JULY 26TH - 28TH

Mike Mahoney & Bill Smithers, Instructors
Fee \$150.00

Fundamentals of boat restoration: Surveying your wooden boat, plank replacement, joinery, laminated and steam bent rib/frame replacement plus condensed basic refinishing.
(see "Refinishing" below)

REFINISHING AUGUST 24TH & 25TH

Mike Mahoney, Instructor
Fee: \$100.00

Learn the basics of traditional wooden boat refinishing: Finish removal, surface preparation, staining, application of sealers and varnish, painting systems, seam compounds and post restoration care.

BUILDING THE RUSHTON 109 SEPTEMBER 21ST - 28TH

Dan Sutherland & Bill Smithers, Instructors
Fee \$375.00

The Rushton 109 is a double ended, lapstrake, pulling boat built by Henry Rushton in the late 1880s. The class will launch the completed boat and have first option to purchase the Rushton 109.

RESTORATION OCTOBER 11TH - 13TH

Mike Mahoney & Dan Sutherland, Instructors
Fee \$150.00
(see "Restoration" above)

RESTORATION FEBRUARY 7TH - 9TH, 1997

Bill Smithers & Mike Mahoney, Instructors
Fee \$150.00
(see "Restoration" above)

THE ANTIQUE BOAT MUSEUM

750 Mary Street, Clayton, New York 13624

Tel. (315) 686-4104 Fax (315) 686-2775

ANTIQUE & CLASSIC BOATING

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.

Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.

International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Activities & Events Organizers '96...

The '96 boating season has awakened and there are many activities beginning

to happen out there messing about in boats. As a sort of center of a communications network, we continue to receive ever more news and announcements of coming attractions, chiefly through copies of newsletters circulated by the many organizations that undertake to promote events and activities of interest to us.

In the first issue of each month we list all those organizations (and individuals) we have knowledge of in several categories. If you are looking for events and activities that pertain to your own special way of messing about in boats, look up that particular heading and see who is listed. Then contact those of interest to you directly for details of their 1996 happenings.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.

Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.

New Netherlands Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RRI Box 457, Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Boat Assoc., c/o Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Museum of Wireless & Steam, Tillinghast Rd., E. Greenwich, RI 02818. (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.



**Saturday,
July 20, 1996**

10 am - 10 pm

Historical/Ecological Exhibits

Tours of a Working Boat Shop

Antique & Classic Boats

10 Local Boat Builders

Waterfront Boat Tours

Sailing & Rowing Races

Visiting Museum Exhibits

Antique Pond Boats

Model Ship Collections

"Women on the Lake" Exhibit

Antique Post Card Collections

Classic Fishing Gear

Maritime Memorabilia

Fly Tying ♦ Decoys ♦ Knot Tying

Architecture/Home Tours

Children's Parade

Free Adirondack-Lake Concerts

Lobster Dinner 5:30 pm

Evening Street Dance

FREE ADMISSION

Essex, New York on Lake Champlain

New York Northway Exits 32/33

Charlotte-Essex Ferry from Vermont

Information: 518-963-7504

Connecticut Riverfest Classic & Traditional Small Craft Rendezvous

July 20, 1996

Wilder Picnic Area

On Connecticut River

Wilder, Vermont

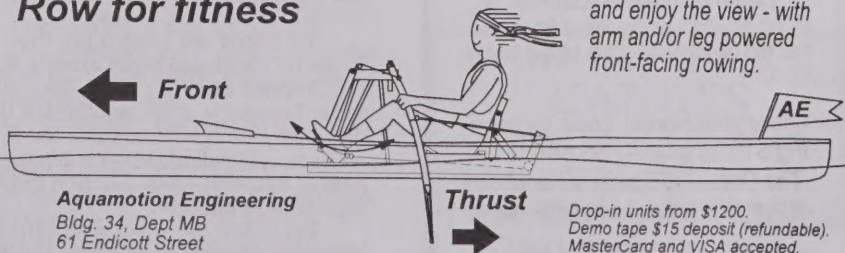
Free Admission

Hulbert Outdoor Center

RR1 Box 91A, Fairlee, VT 05045

(802) 333-3405

Row for fitness



Aquamotion Engineering

Bldg. 34, Dept MB
61 Endicott Street
Norwood, MA 02062-3006

and enjoy the view - with
arm and/or leg powered
front-facing rowing.

Drop-in units from \$1200.
Demo tape \$15 deposit (refundable).
MasterCard and VISA accepted.
(617) 769-0590

You write to us about...

Your Experiences

From the Log of the Liars Club

You hear an awful lot about "smart weapons" and artificial intelligence and things of that sort nowadays, but years ago I knew of a smart schooner. Not only did I know of her, I was the man who had her papers.

You can't really say I owned her. No one did and no one could. She had a mind of her own. When I got her, I got her cheap. She had been built for the coasting trade but she was so ornery that even though she could carry a large cargo and was very fast, no one would sail her two voyages in a row. She would take it into her to refuse to tack when the captain wanted to come into a harbor. Sometimes she made her compass lie so that she brought her crew into danger on a dark night. One time she even sailed halfway to Ireland before her crew caught on.

By the time I came upon her, she was down on her luck. She couldn't get a crew and, because she was unreliable, no one would hire her to carry cargo. Even though no one had been hurt or killed, she had a very bad reputation and she looked as bad as her reputation.

I surveyed her from keel to truck and found her sound. Under that peeling paint she was in excellent condition. I sat down next to her wheel box and thought about what I would do with her if I bought her. It was clear she was not meant to be a cargo boat, even though that was what she was built for. This was before the days of the "head boats" which carry people who pretend that they are horny handed old sailors for so much a head. That left fishing. As I thought this, she gave a little wriggle, even though it was flat calm. It was then I knew what she was really for.

I had her towed to the Story yard and refitted for dory fishing. Fishermen are different from cargo sailors. They go out of sight of land, often for weeks at a time and move about on the whim of the captain, hoping to fill the holds with fish. Everyone works on shares, not on salary. The better the catch, the more everyone makes. Even though I didn't change her name, there was no trouble getting a crew.

We sailed out to the Banks and anchored, expecting to start fishing next morning. During the night, a squall came through and, in the morning, there was a trawl line full of fish hanging from her bowsprit. We figured that it was an accident, took the blessing of the fish and worked the day. From that day, she was the highliner of the entire fleet. She often brought in more than two dories of fishermen all by herself. Never a man was hurt on her, or a dory lost.

Her problem was that she was too enthusiastic. Wherever we were, there were fish and she kept catching them whether we needed them or not.

On her final voyage, we hit a bonanza. There were more fish than we could stow below. Even when we were done fishing and headed for port, they jumped onto the deck. We filled up the crew's quarters and slept in the galley, then the galley filled up and we moved all ten of us into my cabin. Finally, my cabin got full and we slept on deck.

When we were only a few hours out of port, a line squall came and hove us down on our beam ends before we could ease our sheets. She was so heavy laden that she never had a chance that night. She sank like a stone. We got home in the dories. All we had were empty pockets from that trip. I went back to coasting after that but I never forgot her. She was truly a fishing boat.

Eric Russell, Brooklyn, NY

Spring Break on the Sea of Cortez

In the year that I have read *Messing About in Boats* I've not heard from the mariners among us that visit the Sea of Cortez. To that end I submit a word or two on my recent visit over the spring break holiday.

My friend and I sailed my 1964 Flying Junior off a secluded beach camp in Bahia de Los Angeles each of the six days we were there. The bay is about one-third of the way down the Cortez side of Baha and is dotted with several small islands. It is approximately 8nm in the north-south direction and 4nm in the east-west direction.

Each day the wind was different in strength, direction, time of occurrence and temperature. Any hour of day or night could

be calm or windy with rapid changes in direction and speed. A few hours of 15-20 knot winds, mainly in the afternoon, is very common. Despite the variability, there were long daily periods of very pleasant sailing conditions. The combination of the desert and sea of Baja makes for an absolutely gorgeous environment. Each day was great!

Even in early April the land can be sweltering and shadeless. However, while on the water, with a bit of spray flying, you can easily feel a chill. The key to a pleasant visit is shade, respect for the winds and sea, respect for the desert and its inhabitants (a coyote stole my sugar cubes), lots of good food and good company.

The small and remote town of Bahia de Los Angeles (same name as the bay) has virtually anything needed, albeit at a bit slower pace and sometimes obtained by a more circuitous route than in the United States. There are wonderful restaurants in town if Mexican food is within your bearing. Sometimes the gasoline supply runs out but the hospitality does not.

For an overnigher we overstuffed the bow with gear and cruised around the extreme southeast end of the bay to Puerto Don Juan. It was quite a tacking effort to get out with all the chop and spray, but we flew back wing and wing the next day. The beachcombing and general exploration is incredible. The swimming is very nice but, as my friend found out, watch out for the sting rays! We fished for food and were never hungry. There is so much more to tell but alas, I must say adios!

John McCarter, Thousand Oaks, CA

Seconding Some Opinions

I would like to second the opinions of two of your letter writers:

I, like letter writer Alan Fitzgerald, went to the *WoodenBoat* School last summer. Everything he said about the school in his letter is true, but he forgot to mention the other students. I took the cold molded construction class given by Tony DeLima, founder of MAS, and Tony Dias, who designed the two boats we built. The two Tonys and the 14 other students were a wonderful blend of personalities, backgrounds, and experiences. After one of the most fascinating weeks in my life, I took back home with me a wealth of knowledge about boat building and no desire to go back to working in the rat race of corporate America.

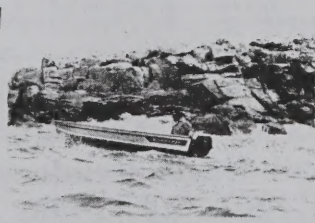
Along with *Messing About in Boats*, *The Boat Shop*, mentioned in the April 1st issue by Rick Pauly, should not be missed by anyone interested in building small boats. Dave Dean, the producer, has already build Platt Montfort's Nimrod and *WoodenBoat's* Six Hour Canoe and he is moving on to a Dynamite Payson/Phil Bolger design.

Unfortunately, the show is not available in many areas where it should be of interest. Connecticut Public Television carries a cooking show in that time slot, so a co-worker tapes it off the Springfield, MA station and passes it around. Anyone who is interested in this type of program should contact their local public television station or they won't see it.

Connecticut Public Television's phone number is: (203) 278-5310 and (203) 278-5157 (fax). *Afloat* was a great little magazine, but it died because of lack of subscribers. Don't let *The Boat Shop* die because of an apparent lack of interest.

Roger James, Wallingford, CT

Become a Better Outboard Skipper



Here is a brand-new, no-nonsense book for the outboard skipper, whether novice or veteran. It goes far beyond speed and glitter to cover the realities of everyday life aboard the exciting class of motorboats under 20 feet in length. Learn from many experts about towing, rough-water handling, running inlets, docking, surveying, choosing a hull, cruising, anchoring, and much more.

Edited by David R. Getchell, Sr., founding editor of the *Small Boat Journal* and co-founder of the Maine Island Trail.

Order your signed copy by sending \$19.95 plus \$1.55 s&h to:

The Outboard Boater's Handbook
RR 1, Box 3355, Union ME 04862



The Cry of a Derelict

Recently my son and I were canoeing, bird watching and photographing alligators on a remote swamp/lake when, by chance, we came upon an old abandoned boat. The unexpected scene filled me with a strange sense of sadness. As my son paused to photograph her, she seemed to suddenly come to life; her anguished cries evoked emotions so powerful I was afraid I would weep openly.

I have endeavored to capture the old boat's despair and am certain she would be deeply honored if you could but find a bit of space in your magazine to plead her case.

...conceived in his fertile mind
his skilled hand gave me design
on billowing wave we oft did fly
faithfully I served with never a why
always I responded to his tender touch
for I knew he loved me so very much
but now he comes to me no more
and I fear he's found a new paramour
dreaming of our last offshore romp
I lie rusting away in a dismal swamp
is this my final berth to me
oh why has my captain abandoned me...

John L. Northrup

This Magazine

Burgee Anyone?

Have you given any thought to a *Messing About in Boats* burgee? It sure would be fun to identify and meet other mess-abouters while on the water in this manner.

Sarge Tower, Old Saybrook, CT

Editor Comments: I have stayed away from developing promotional sidelines such as T-shirts for reasons of time and expense required. Developing and marketing a burgee would require similar diversion of my attention and efforts from the magazine itself.

Each Copy is Timeless

I very much enjoy *Messing About in Boats* and eagerly await its arrival. The fact that it frequently takes three weeks to get here indicates to me that contrary to Post Office denials they still use the Pony Express west of the Appalachians. Nonetheless, each copy is timeless and when I'm done with them I take my copies to my yacht club (no wonder I couldn't find old copies...Linda) in the hopes of bringing some balance of perspective to those spending fortunes on 40+ world cruisers which rarely leave San Francisco Bay.

I sail a beautiful, restored 1965 Islander Bahama 24.

Ken Lewis, Pleasanton, CA

More About Small Cruising Boats

I'd like to read more about very small cruising sailboats like David Bolduc's *Little Cruiser*, the Great Pelican, the West Wight

Potter and converted dinghies.

Tom Grimes, Muncie, IN

How About Platt & Barry?

Isn't it time someone wrote an in-depth article about Platt Monfort? Seems he's had a pretty long and interesting career as a designer/builder of small boats.

Also Barry Thomas, chief boatbuilder at Mystic Seaport, who is about to retire, deserves a good article too.

How about it?

Rob Mullor, New Haven, CT

Great Article...Great Writer

I started to read "The Family, Me & the Catboat" in a recent issue because of my interest in Beetle Cats but quit after the first page because it was hard for me to believe that anyone growing up on Cape Cod had not been involved with Beetle Cats.

Later I went back to finish it and my faith was restored. Great article, great writer. I'm looking forward to the next installments.

In his resources list it should be noted that Beetle Inc. is now solely owned by Charlie York, not Charles Smith.

Roy Terwilliger, Harwich, MA

Classified Ads Really Work

My classified ad last year offering to sell over 200 catalogs from the '30's to the '70's, or copies of them, was a tremendous success. Fifteen responses resulted in sales of \$2,125!

And the ad was free!

In contrast, a \$38 classified in *WoodenBoat* brought eight responses totalling only \$77 in sales.

John Logan, LaConner, WA

A Grotesque Word

I noted with dismay in Ron Johnson's interesting article on his Tri-Pearl in the May 1st issue the use of a particularly grotesque word, "helmsperson," an abomination which I hope will not be repeated.

This debasement of the language in the interests of political correctness dishonors the respected title "helmsman" which rolls nicely off the tongue, unlike this bogus utterance.

The suffix "man" has for centuries been understood in certain words to include both men and women, e.g., "woman." Would you prefer "woperson?"

PC is an evil that must be combatted wherever it rears its ugly head. If left unopposed the word and word part "man" may soon be stricken from the language. We might soon see "craftpersonship," sportspersonship," "seapersonship" and we will no longer command a vessel, we will "compersonand" it.

Surely the thousands of female boatmen who man the helms of vessels cannot feel either offended or deprived in any manner by applying to themselves the worthy and noble title of "helmsman."

Joseph Ress, Waban, MA

If You Send Us a Story...

We're pleased to receive it in any legible format. Readers with computers have asked about sending us floppy disks. If you wish to do this, the best format for us is Microsoft Word 6.0 or lower for the Macintosh or WordPerfect or Word for Windows for a PC.

The best "on paper" format is a clear, crisp printout from a laser or inkjet printer so we can satisfactorily scan it. Dot matrix is least desirable, but still OK, we can usually still scan it. Typewritten articles are next in the descending order of preference, carbon ribbon is best; old, tired cloth ribbon machines with broken keys are pretty much at the bottom of the scale. They cannot be successfully scanned, so we have to typeset these.

Handwritten stories are still welcome if this is the best you can do. We just typeset them into our Mac.

We Buy & Sell CANOES

Wood/Canvas - Birchbark
Any Condition

Howard's Antiques
(508) 768-7282 Days



Canoes at Cedar Key

By Mac McCarthy

We just returned from Cedar Key. This was the second time we had gone to this totally unorganized get together. Cedar Key is unique and can be a great area to paddle and sail as long as you pay attention to the tides.

Most of our canoeing on Saturday and Sunday was done just offshore from Cedar Key at Atsena Otie Key. Atsena Otie is really two or three keys at high water and one key at low tide. The state has been trying to buy this from a local developer, but evidently he is going to go ahead with development. Lots start at \$127,000 and go up. This is truly a shame. The brochure doesn't mention why Atsena Otie, which at one time had many houses and two pencil factories, is now covered with trees. There is absolutely no mention of the hurricane that totally destroyed everything built there. That was a long time ago. Buyer beware.

On a more pleasant note, Monday we paddled out from a county park just north of Cedar Key to Deer Island. What a beautiful place. A long crescent of white sand facing the open gulf with shaded campsites under the scrub oaks and palmetto palms. The only tracks on the sand were left by herons and

coons. The only footprints were ours. Bugs were no problem while we were there, even back from the shore, but I imagine the no-see-um's would be bad in the evening if the wind died down.

We saw two bald eagles and several osprey and had a great paddle. You do have to watch the tides here. Oyster bars are all over the place and, if you are not careful, you could be caught a long way from land with no water. Larry Page was our fearless leader on this paddle and made sure we had no problems of this nature.

We pretty much lost contact with the sailors after Saturday morning. One boat really impressed me. It was a little fantail sharpie, beautifully done. I didn't get the name of the builder, but I did get a picture of his boat. There was a Mud Hen, a Rob Roy and quite a few Sea Pearls, most of them the new dual outrigger model. Trimarans are really in style lately.

We had four Wee Lassies, a Wee Lassie Two and a solo stripper in the water. A young couple brought two Charlottes over from Winterhaven, so all the canoes in evidence were double paddle powered. It really makes sense when most of your paddling is done in shallow tidal water.

The weather stayed fine for the whole weekend. I don't believe there were as many people there as attended two years ago, but it was a good excuse to go paddling.



Membership Application

☐ New ☐ Renewal

Your Name _____

Street _____

City _____ State _____ Zip _____

Telephone _____

Membership

— \$40	— \$500
— \$50	— \$1000
— \$100	— \$2500
— \$250	— \$5000

Please make your check payable and mail to:
Maine Island Trail Association
P.O. Box C, Rockland, ME 04841

- Your membership gift (less \$10 direct cost of benefits) is tax deductible.
- Maine Island Trail Association membership benefits include: *Guidebook* and regular updates, *Island Trail Newsletter*, an invitation to the Annual MITA Conference, and the recreational access to private islands in the Trail system as part of the stewardship program.

P.O. Box C, Rockland, ME 04841
(207) 596-6456

41A Union Wharf, Box 8
Portland, ME 04101
(207) 721-8225

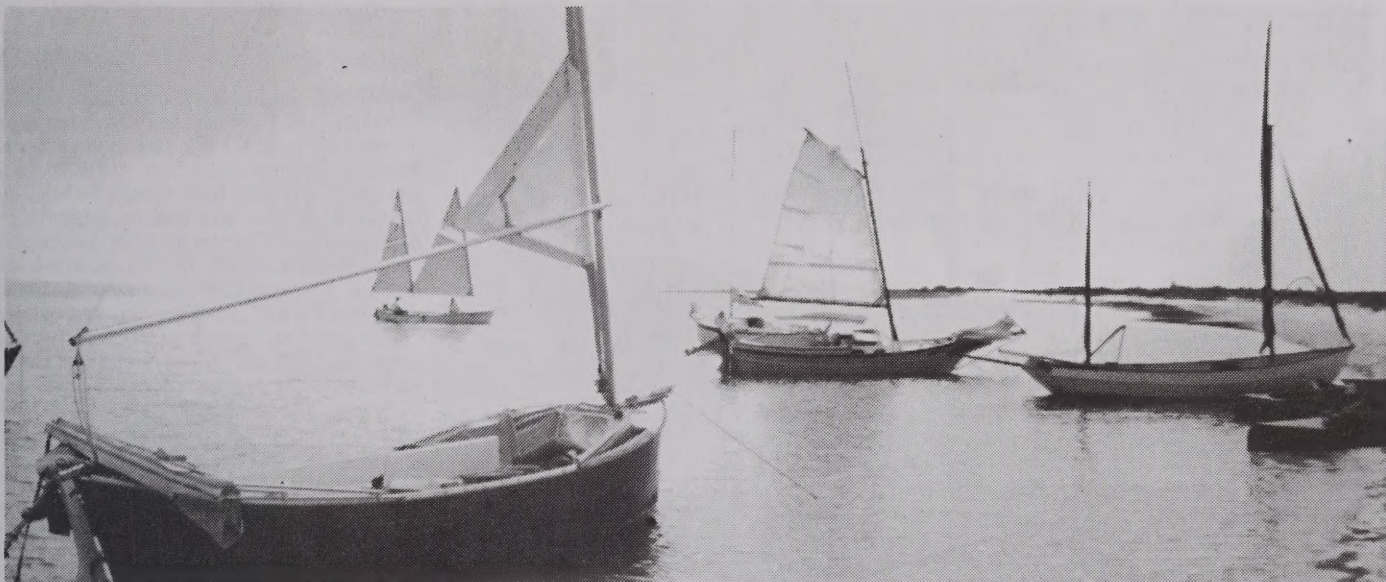
Burt's Canoes

Traditional Wood/Canvas Canoes

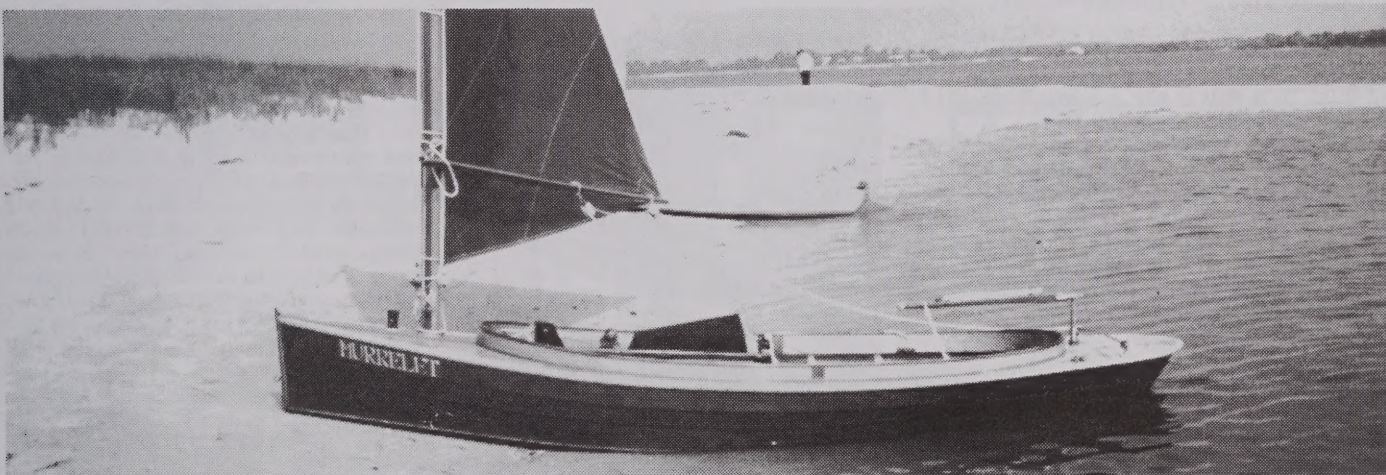
BURTLIBBY Rt. 1, Box 1090
(207) 268-4802 Litchfield, ME 04350

Can it be Robinson Crusoe?





The sailing fleet.

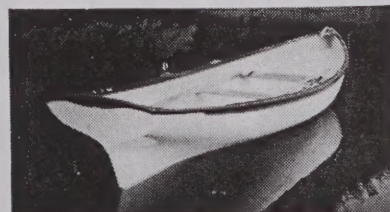


Murrelet, a beautiful fantail sharpie.



Solid Spruce - Ash Oars from 5' to 16'
 Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"
 FREE **WATER POWER PRODUCTS** BROCHURE
 RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
 PH: (902) 688-2351

The most elegant way to see and
 be seen on the waterfront.



BOATWORKS LTD.
 284 Bunganuc Rd. • Brunswick, ME 04011
 207-729-4980

Carolina Messabout

By David Hume

Skip Fry and Jim Mincher put on a fine "Second Annual Perpetual Wooden Boat Messabout" at Banks Channel on Wrightsville Beach on Sunday, April 28th. About 35 boats showed up, ranging from a small 1950's Norwegian vessel that looked ready to take on ice floes and a well-restored 1928 Richardson cruiser that belonged to Bill Nealy, all the way down to a couple of 7-foot prams and small rowboats. David Carnel was on hand with his "\$200 Sailboat," which sailed very well indeed. Hugh Milton's Marisol was a gleaming all-but-finished dazzler. There were a number of small restored motorboats, at least one Lyman, a wooden hydroplane by Bill Estes and an air boat with a wooden propeller.

Skip Fry's own Redman Wisp was on a trailer with sail set, and co-organizer Jim Mincher's restored 1957 Wolverine was exhibited in the water bearing a period Evinrude on its transom. The local coastal Carolina specialty, the Simmons Sea Skiffs, were well represented by both the larger (20-foot, five strake) and smaller (18-foot, four strake) versions.

Tom Loftfield's Whitehall was a showpiece with a pair of oarspersons, several passengers aboard and flags flying.

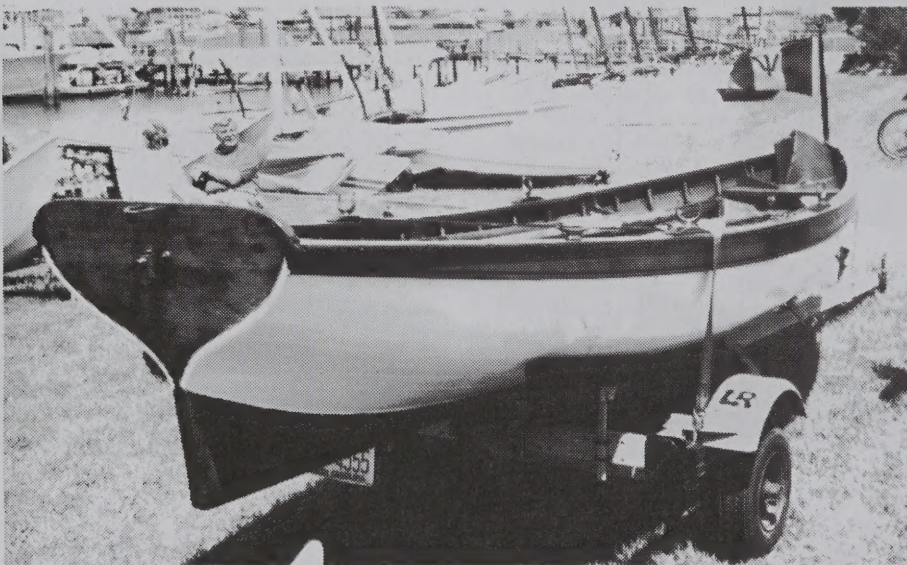
The coastal Carolina weather was at its best with a nice 10 to 15 mph breeze out of the southwest. Lots of people were out on the water. *Messing about in Boat's* safety correspondent, Tom Shaw, was on hand looking benign, even in USCGA uniform. Since *Blueberry* is still under winter wrap in Connecticut, all I could bring were a few copies of *Blueberry* the book. All in all, it was a very pleasant afternoon among the wooden boats.

David Carnel with his \$200 sailboat.

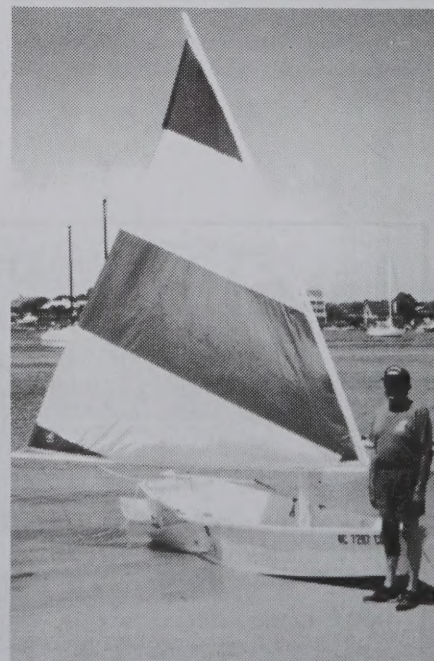


A small Simmons Sea Skiff.

John Loftfield's 15'3" Whitehall.



Dick McManus' 8' dinghy from Lake Waccamaw.



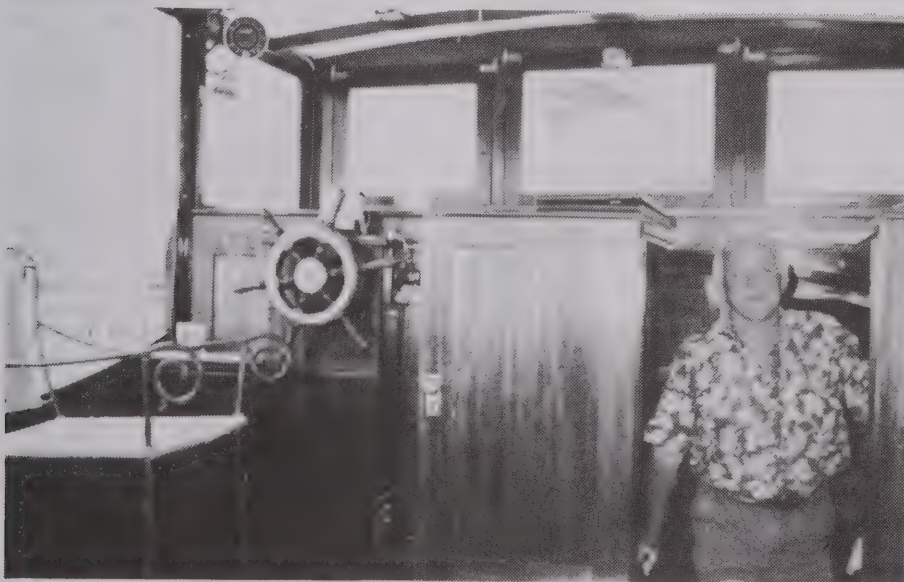


Skip Fry's Whip.

George Schott is restoring this Norwegian double-ended cruiser.



Bill Nealy enjoying his 1928 Richardson Cruiseabout.



**ON DISPLAY
LOTS OF
OWNED**

**INDOORS
PRE-
SAILBOATS**



COMPAC 16'-19'-23'
PRECISION 15'-16.5'-18'- 21'-23'
SUNFISH - ZUMA - POINT JUDE
FERNALD'S MARINE
ON THE RIVER PARKER
RT. 1A NEWBURY, MA 01951
TEL. 508-465-0312

FLYING COLORS LTD.
THE FLAG SHOP ON THAMES ST.



FLAGS • BANNERS • WINDSOCKS

FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 10-5 (401) 846-0418
468 THAMES ST., NEWPORT, RI 02840

MODERN OAR SYSTEMS

light weight, very efficient, durable
and inexpensive. Modern materials,
6'-12' lengths. Pinned, feathering,
sculling applications. One or two piece
take down designs.

BRIE CRAFT DESIGNS, 732M Midland
Ave, Midland, PA 15059 412/643-
5457 412/643-6001



Largest Selection of Canoes in New
England
Nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S
RT. 1A, Newbury, MA 0-1951
(508) 465-0312

CONTINUING THE EVOLUTION OF...
(EVER SINCE 1919)
THE ADIRONDACK
GUIDE BOAT
ELEGANT LITTLE YACHTS
IN WOOD & GLASS
AND ALL THAT GOES WITH THEM



STEVE KAULBACK
Charlotte, VT 05445, (802) 425-3926



The Porpoise Beneath My Paddle

By Reed V. Smith

In 1992 I had knee surgery that stopped me from walking for exercise for a while. My friend, Rex Meach, had come by paddling an 8-1/2-foot purple plastic kayak. I figured that if I could get into it with my knee brace on I could get some exercise. The kayak is a Kopapa model from Kiwi Kayaks in Windsor, California. It has a large cockpit opening and just enough length for my stiff-kneed leg. After a trial run in Rex's, I purchased my own. The following experiences show that a six-foot man can find happiness in an 8-1/2-foot kayak.

When I first got my kayak, the summer weather was being stretched into fall. The sailboat I live on looked normal as I returned home after dark, but as I walked down the dock, mystical lights appeared underneath the boat with my every foot fall. The red tide, made up of microscopic plankton, was causing startled fish to leave phosphorescent trails in the water as they darted off to escape the giant walking on the dock above. I launched my kayak, an easy task at a 38-pound hull weight. As I struck out, I could see that even the gentle movement of the boat was lighting up the water. It was faint and hard to see with the bright, distracting harbor lights. I went due south for a half mile and then turned west, going out between the two jetties toward the outer harbor. As I got further from the lights my two-inch bow wave started to glow, streaming out in a wide 'V' from my craft. At the same time, I noticed that each drip of water off of my paddle caused a light explosion as it hit the surface. I kept close to the north jetty in case any other boats showed up. Although I carried a flashlight to "show a light to avoid collision," I believe in not being in a place to collide. The possible consequences of being hit in an 8-1/2-foot boat dictate giving way to all other boats.

As I turned the outer end of the jetty, I could see the back of waves breaking on the beach in a blue-green light show. I paddled out to the outer breakwater. Fish moving away from the boat at various angles became luminescent rockets. When I got there, the kelp provided a calm area to stop in. The water below me looked alive with fireflies. Each flip of a kelp leaf edge or movement of shrimp on the leaves gave off a momentary glow, rivaling the stars overhead for attention. I lay back, mesmerized by the sense of being embedded in a nurturing universe alive with light and life.

After a timeless period, I raised my paddle and started back toward the entrance channel. About halfway there I was awakened out of my reverie by a loud WHOOSH directly behind me. All my hair stood on end before I

realized I had heard something take a breath and remembered that sharks don't breathe air. I then saw what looked like a watery comet moving under the boat. Surfacing about ten feet away from the starboard side, it transformed into a California sea lion. It took another breath and became a comet again, its light fading as it moved away. The adrenaline in my system gave me plenty of energy for paddling home. Lit TV's on other boats indicated people unaware of the magic that lay at their swimsteps.

Last summer I took my kayak and Rex's up to northern California's Sonoma County. I stayed with my friends, Bill and Joyce Cox. My first day there I explored Lake Sonoma. This lake was formed by damming Dry Creek, a stream in the rugged southern edge of a redwood forest. The trip from the launch point was an easy paddle down an arm of the lake toward the main body of water. The wind was light, providing excellent soaring for red tailed hawks. Heading out I was met by an osprey headed up the canyon carrying a fish.

As I rounded the corner onto the main lake, a 20 knot wind came from the direction I wanted to go. It was about a half mile to the next side canyon and I went for it. I stuck close to the shore and only encountered the full force of the wind going around points. I had to keep looking toward the shore to reassure myself I was making forward progress. Since the wind has just started blowing, there was no chop and soon I turned into the cove. I worked my way up the canyon to the upper end, choosing to meander in and out of partially submerged trees. After a short break onshore I headed out. Back on the main lake I had the wind at my back and just steered while being blown rapidly past the area that had been hard paddling an hour before. Near the launch ramp the osprey was perched on the top of a dead tree.

The next day Bill still had to work and Joyce was off across country with one of her friends, so I set out alone for the coast. I drove through wooded hills cut by numerous streams, tributaries to the Russian River. Turning onto Highway One I could smell the sea. A few miles drive north and I was at Bodega Bay. The wind was light and I launched near the entrance from the ocean and headed up the bay. I explored along the north shore, enjoying flocks of western grebes and bufflehead ducks. I got pretty good at sneaking up behind loons that had their heads ducked under the surface looking for fish. When they spotted me, the loons would sometimes allow me to follow at a respectful five-foot distance. I "discovered" what looked like an old Coast

Guard life boat station, complete with rusting rails leading into the water. Twenty-five years of visiting the harbor from the land side had not yielded this aging treasure before. I turned and headed across the flats. Mindful of the ebbing tide, I didn't want to go further up the bay. Being caught wouldn't have been fatal, but it would have meant either a long wait or an attempt to drag the kayak out through deep mud. On my arrival at the launch ramp, the outgoing tide kept my kayak pinned to the dock as I climbed out. After putting the kayak on top of the car, I spent the rest of the morning along the beautiful Sonoma coast. There I saw western gulls discussing turf on the top of a 20-foot diameter island that they were nesting on. Pelagic cormorants were nesting on the cliff three feet below the noisy gulls.

The third day I was joined by my son Kelly and my daughter Kyra. With Bill, we drove to the Russian River at Monte Rio, putting in below the bridge. Bill and Kyra were in a canoe and Kelly and I each in a kayak. We headed downstream on smoothly flowing water between towering redwood trees. Just paddling and drifting along in this environment felt extremely restful to all of us, especially to my children who are very active in their business careers. Kelly kept commenting on the contrast between his Los Angeles office and where we were, saying he was in culture shock. We pulled out on a gravel bar at the confluence of the Russian River and Austin Creek for lunch. The day was warm and the few drops of rain had us thinking about a tree that didn't leak to get under. The rain passed quickly without even getting our sandwiches soggy. We rested and watched kids from a camp across the river playing in the water, including some teenagers tipping over their aluminum canoes for fun.

Then we paddled up river, this time Kelly and Kyra in the kayaks and Bill and I in the canoe. About 100 yards from the pullout point there is a riffle that strains muscles already fatigued after six miles of paddling. Bill and I went up and then Kelly. Kyra was having a struggle so Kelly turned back and went up it again to encourage his sister through. This time she made it. As we pulled out, four women in small kayaks just like mine were arriving. That was nice to see as so often I have the smallest kayak on the water.

The following morning we headed out for Estero de San Antonio in northern Marin County. Estero translates as 'bay' in Spanish, and up until the 1900's the Estero de San Antonio was navigable by sea going sailing vessels. Logging and dairy farming practices re-

sulted in sedimentation into the drainage and now there is only a narrow channel for about half of its length and a very shallow route to the ocean for the rest. No more sea going ships, but OK for kayaks and canoes. As we went downstream we enjoyed seeing deer and wildflowers on the grass covered slopes. Arriving at the coast, we pulled out and walked along the spectacular beach for lunch among the tidepools alive with sea life. The Estero empties into the Pacific Ocean at the mouth of Tomales Bay. Our view across the surf included the bold headland of the Point Reyes National Seashore. I was glowing at sharing with my children more of the magnificent outdoor world that I enjoy so much.

After lunch we headed back upstream. Kelly and I rafted our kayaks together and let the ocean wind blow us along. I stuck one blade of my paddle down between the boats for a centerboard to reduce leeway. Kelly stuck his paddle aft to steer with. The wind pushed us against the outgoing current. As we approached a side canyon, a golden eagle pursued by a red tailed hawk came sliding around the corner onto the main stream toward us. When they got alongside, about six feet above the water, the eagle flipped on its back, raising hand sized talons at the hawk. This resulted in a barrel roll 20 feet from us, finishing with the hawk on top continuing the pursuit. They crossed the water and after a few minutes dis-

appeared over the hill. A little further we saw about 30 turkey vultures and three pugnacious ravens dining on a sheep carcass. Instant recycling, death giving life and the natural order of things was firmly in place. These experiences went with my children as they drove back to the city and their jobs. I was glad I could linger for a full night's sleep before driving home. Four beautiful days on the water restored my spirit but sure tired out my body.

Back home on a crisp February morning I paddled out of the harbor. Facing north, I looked up a line of breakers on the beach to a stunning view of snow covered mountains. I paddled to the north end of the outer breakwater and enjoyed the waterfalls created by swells crashing over the rocks. Then I turned toward the beach and saw a group of porpoises headed south outside of the surf line. I cut across and stopped in their path. They moved in around me. Apparently I was sitting over a school of fish because the porpoises' progress along the coast halted. When I dipped my paddle in they stayed at a distance, so I lay my paddle across my cockpit coaming. After a few minutes I got over my fear. I still had concern over the "teenagers" that would surface moving horizontally at what looked like a 20 knot speed. I watched as a hundred or so of them surfaced and dove. I was fascinated as they milled around to within five feet of the boat. One actually surfaced underneath my

paddle blade. I guess his echo location skills didn't work across the air/sea interface. He went back down instantly, without time for a breath.

After about 15 minutes they moved on south. I watched as they crossed the harbor entrance and I saw the "teenagers" surfing the waves on the other side. As I paddled back in the entrance channel, a man standing on the jetty was shouting, "Hey you" and waving me over. I turned toward him with a "What's he want" thought. It turned out that he had been watching me with binoculars and wanted to share his joy at what he saw and ask me how I felt. It was a very good ending to a wonderful experience.

Channel Islands Harbor, where I live, is just a widened channel cut into a beach by the Army Corps of Engineers. A pretty bland beginning. Thirty years later, if you slow down and pay your dues by regularly getting out on the water, you find magic.

The Zen master, when asked about enlightenment, just pointed to the plum tree in the courtyard. It's the everyday miracle of reality that's available, if we are present to it, that has the ability to transform our lives. I don't have a courtyard or a plum tree, but I do have good friends, loving children and...I had the porpoise beneath my paddle.

I have evolved a few rules for sailing waters which contain alligators. No swimming. Do not capsize the boat. Do not trail fingers, hands, toes, etc. in the water. (It is illegal to troll for alligators as they are a protected species.) Do not feed the alligators. And lastly, absolutely no alligators in the boat. Actually, I'm being unfair to the gators. Despite their fearsome appearance, all of the gators I've gotten close to only wanted to get away. They seem to have a healthy distrust of homo sapiens. But, I still wouldn't trail my fingers in the water.

My favorite place to see alligators and other wildlife is about 50 miles east of Houston where the Trinity River empties into Trinity Bay forming a large marsh. Interstate 10 crosses the marsh four or five miles north of the Bay, but it is mostly inaccessible without a boat. Even with a boat, access is very limited. I know of only three places to launch a boat in this area. One ramp is on the west side of the marsh about halfway between I-10 and the Bay on Cotton Lake. The second ramp is under the bridge where I-10 crosses the river on the east side of the marsh. The best place to launch is at the county ramp in the little town of Anahuac at the southeast edge of the marsh. Anahuac is one of the oldest towns in Texas, having been the first port of entry in while Galveston was a howling wilderness and Houston wasn't even a gleam in the Allen brothers eyes. Launching *Beach Girl* here gives me the option of sailing upriver to get into the marsh if I have a southerly wind, or down river to the Bay and then up any number of small channels into the marsh if the wind is northerly. I wouldn't go into this areas without a compass because marsh is a maze of small channels, most of which aren't shown on the chart. Also, the vegetation is tall enough to restrict your view in most areas.

I had been thinking of going there for some time but had wanted a northerly wind. Our normal summer wind is south or south-

Sailing in Alligator Infested Waters

By David Gulley

east, which makes the head of Trinity Bay a lee shore and it can get rough very quickly if the wind picks up. Near the end of July a cool front went through (which is very unusual in the summer) and it provided the northeast wind I'd been waiting for. I launched *Beach Girl* (my 16' standing lug, leeboard, beach/camp cruiser) at the Anahuac Fort Park ramp about 8 AM and was soon underway down river on a broad reach. It is about three-and-a-half miles from the ramp to where I can cross the spoil bank on the west side of the river. On the way I spotted a small gator soaking up the early morning sun on a log. Both sides of the river are lined with driftwood, including fully grown trees which have washed down from up country. Some of these are three to four feet diameter at the base and are over 50 feet in length. Farther down a bald eagle was perched on a limb of a dead tree, but not having a long lens I couldn't get close enough for a photo. Soon as I crossed the spoil area I put the boat on the wind on the starboard tack to sail toward the marsh. Out in the Bay there was more wind and I was getting more spray than I wanted on a cool morning, so I fell off to a close reach. On this course I would get to the marsh farther west than I'd planned, but that would give me a chance to look for Cross Bayou, which is one of the few channels shown on the chart. Cross Bayou was where the chart indicated, which isn't always the case. I have discovered the government charts to be wildly inaccurate except for the dredged channels. Some kind soul had marked the entrance to Cross Bayou with small sticks, but he only marked one side (the east side). Crunching noises from the leeboard told me I was on the wrong side of the sticks. With only two choices I can get it

wrong nine times out of ten! By pulling up the board so I drew about a foot and falling off to a beam reach, I slipped into the channel without further trouble. I was surprised to discover four feet of water as it is a natural tidal channel. I intentionally sailed *Beach Girl* aground just inside the shoreline so I could eat a sandwich in peace. As is my habit, I anchored by dropping both leeboards and freeing the mainsheet. After I finished eating, I raised both boards and pushed *Beach Girl* into deeper water with my solid state depth finder (a four-foot length of broom handle marked at one-foot intervals) and sailed north into the marsh.

The only way I can stay in the main channel is to keep checking the water depth. The main channel is four to six feet while the secondary channels and dead-end slues are much shallower.

I've found a sailboat to be a good way to get close to wildlife as it makes so little noise. Over the years I have sailed up on deer, alligators, bald eagles, hawks, nutria, etc. Those of you up north might wonder about nutria. They are rodents from South America which somehow got into this country and have taken over the marshy areas here in the South. The best way to describe one is it looks like a rat on steroids! Try to imagine a 30-pound rat. I hope this doesn't cause nightmares, but they run in packs. I hope they are vegetarians as I've been told.

While watching the wildlife, I missed a turn in the main channel and continued up a dead-end slue. I didn't realize how shallow the water was until a huge alligator raised his head out of the water by simply bowing his back. When he saw *Beach Girl* bearing down on him and only 30 to 40 feet away he panicked. Mud and water flew in all directions as the gator lashed his tail as he frantically tried to get out of the path of the boat. The effects were a lot like a hand grenade exploding in shallow water. In a matter of seconds, and long before

the boat would have gotten to him, the 10-12 foot alligator was gone, leaving only a large muddy patch of water as evidence of his existence. WOW! After I got my heart restarted I could almost feel sorry for the gator. He had apparently been taking a nap on the bottom when the sound of the boat slipping through the water awakened him and when he raised his head to look the boat was much too close. That's probably the only thing the gator and I would agree on.

Returning to the main channel, I noticed the wind was getting lighter so I turned back toward the Bay. By the time I reached the Bay the northeast wind had nearly died, but I managed to get 1/4-mile out into the bay on the last of the breeze. The water became slick as glass and it was so quiet I could hear cicadas singing in the trees on shore. With nothing else to do, I ate my second (and last) sandwich and then retrieved the chart from the lazarette to check my position. It was 4.5 nm to the river and 3.5 nm upriver to the ramp, so I had 8 nm to go and six to seven hours of daylight. No problem. I can row back in half that if necessary, but being lazy I decided to wait a while and see if the wind would return. Having sailed this area for over 25 years, I was fairly certain the calm would not last very long. After half an hour I spotted ripples on the water approaching from the east. When the very light breeze reached me I put *Beach Girl* on the wind on the port tack. I couldn't quite lay the course to the mouth of the river, but that didn't worry me as I didn't have much faith in the

easterly breeze lasting. About 45 minutes later I was becalmed again. The wind filled in from the southeast after only 15 or 20 minutes of calm and blew all of one to three knots. With the change in wind direction, I went over to the starboard tack still close hauled. I still couldn't lay the course I wanted, but if the wind shifted any more it would probably be more southerly which would free me.

After sailing for an hour or so the southeasterly wind died and I was becalmed for a third time. This would be discouraging except I was making good progress when I had a breeze. I have set a new record for *Beach Girl* being becalmed since it only happened twice in the previous year-and-a-half. The breeze came from the south after twenty minutes of calm. It was still very light but the good news was I can now lay the course to the river. I soon rounded the last spoil island and entered the river, turning to port to head for the ramp. Foolishly, I'd thought my troubles would be over once I got into the river and turned downwind. I had forgotten two things, the tide which was now going out and on a broad reach the boat speed subtracts from the wind speed. The wind was still very light and variable peaking at three to four knots and dropping to one knot (or less) at times. At the best I made one to two knots (over the bottom), but in the lulls my speed dropped to the point I was sitting still or losing ground.

I see another alligator sunning on the riverbank. It is unusual to actually see a gator on shore. What usually happens is the gator

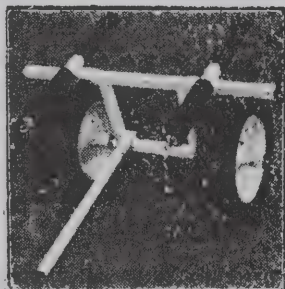
see you first and the sound of the gator entering the water draws your attention too late to see him. This one must be asleep. As I approached to within 100 yards, he suddenly rushed into the water and turned upstream. Since we were going the same way and I wanted to try to get a photo I decided to see how close I could get. Sailing quietly in the light air I got much closer than I'd believed possible. The gator submerged right after I snapped the shutter and wasn't seen again.

Losing sight of the gator, I became serious about getting to the ramp as it was after 5 PM and the ebb tide would only get stronger and the wind was still light. In desperation, I started rowing in the lulls with the sail up, sort of motor sailing. It really works. Instead of standing still in the lulls I could maintain one to two knots pulling with one oar opposite the sail. Since I could not row and reach the tiller, I had to pull just hard enough to balance the pull of the sail. When the breeze would pick up I'd pull the oar inboard and steer with the tiller. Using this system I was at the ramp by 7 PM. After loading *Beach Girl* on the trailer and while unrigging her the wind suddenly doubled to eight to ten knots. Oh well, I'd had a good day and had discovered how good my boat was in light air. Coming back from Cross Bayou I'd sailed 8 nm in five hours in ghosting conditions averaging 1.6 knots. If you subtracted the time I spent becalmed (about one hour) my average speed rises to two knots. By 7:30 I'm on I-10 headed home after another beautiful day on the water.

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$149.95
Plus S&H



Call for
Info **1-800-466-3131**

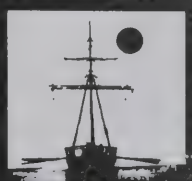
A & B Industries, Inc. 9233 N. 12th Ave. Phoenix, Az. 85021

HELP THE TRADITION ENDURE



THE DONATION OF YOUR BOAT
WILL ENSURE THE FUTURE

Schooner, Inc.
(203) 865-1737



The
**LAKE CHAMPLAIN
MARITIME MUSEUM**
at Basin Harbor, VT

•**New!** The Champlain Assignment
Marine photography class with *National Geographic*
photographer James P. Blair, July 5-10
Lake Champlain Small Boat Show, July 6-7
Birch Bark Canoe Building August, 11-17

RR 3, Box 4092, Vergennes, VT 05491
Phone (802) 475-2022 Open May 4-Oct. 20



It's Not Just Art, It's a Craft!

Unique Wood-Strip,
Performance, Sea Kayaks

**Finished Boats,
Kits & Plans**

Send \$2 for a catalog to:
Nick Schade
Guillemot Kayaks
104 So. 2nd Ave
Taftville, Ct 06380
ph: 860-887-5847

On the Web @ <http://www.mindport.net/~schade/Kayak.html>

For half a century, Ernie Wiegbleb owned and loved his 1912 Class A original friendship sloop *Chrissy*. *Chrissy* got used to him and the way he did things and understandably it wasn't easy for her to adjust to her new owner.

Last summer I bought *Chrissy* from the Wiegbleb estate after she had spent the last 13 years out of the water. She was in need of serious work. With my family's boat building and repair facility at my disposal, I knew this work would be most efficiently done at our yard in Essex. How to get *Chrissy* back there was a dilemma I thought about for quite some time before making an offer. As trucking *Chrissy* home would be prohibitively expensive, I gave her a looking over with the thought of sailing her back.

Unfortunately, because *Chrissy* was tightly ceiled and her engine was laying on top of her cabin sole, it was difficult to make a proper survey of her condition. Although I couldn't see it, I knew there was something holding *Chrissy* together as she hadn't fallen completely apart. I decided it would be worth it to attempt a few basic repairs, launch her, let her soak up and see what happened. Looking back, I guess I figured *Chrissy*'s "reputation," as Ernie once put it, would hold her together long enough to get us to Massachusetts.

I had been quite some time negotiating with the Wiegbleb family over *Chrissy*'s purchase, and as soon as they came to an agreement to sell me the boat I headed off to Maine in my truck to go get her. Late on a Sunday afternoon I started working on the essentials. This job consisted of new garboards, some refastening, some caulking and covering poor *Chrissy* with tar from stem to stern. I finished this work the next afternoon, just as the truck I had arranged for that morning was pulling in to take *Chrissy* down to the harbor. A few moments later Betty Roberts and Dick Lozier, who had seen *Chrissy* roll by, were struggling to help haul her sinking hull to the nearest wharf.

When the tide went out that night, it left *Chrissy* snug alongside a pier just under a "No Trespassing" sign. I finished pumping her out, cleaned her up a bit, moved my gear aboard and finally went to sleep in Ernie's wonderful double bunk. Around 2:00 AM I was awakened by a little trickle of water pouring in from somewhere. As the tide came in, so did the water, but not nearly at the rate of the evening before. After a while I headed out on deck and grabbed the handle of *Chrissy*'s beautiful old navy bilge pump. To my surprise and terror, something had gone wrong during the night and it was no longer working.

I had no large pipe wrench with which to get the pump apart, but after a few minutes I discovered a plug on the top of the pump with which to prime it. I breathed a sigh of relief as I got the plug out and the pump primed, only to be dismayed by the fact that before I could get the plug back in, the pump would once again lose its prime! Meanwhile, the tide was coming in.

I began to get desperate because the owners of that pier had no idea the *Chrissy* was there. The way I figured it, if she sank there again, they might start to put some pressure on me for having my old tar-covered wreck under their "No Trespassing" sign. If she did float, I knew it would be difficult enough to move the *Chrissy* down the harbor with no mast, sails, engine, oars or even anchor. I didn't

Chrissy Gets Used to her New Owner

By Harold Burnham



need the fact she was sinking on me and the pump didn't work to add excitement to the trip!

Well, the more the tide came in and the more nervous I got. It bugged me that there was probably only a little wood chip or something stuck under the plunger of that pump that was causing it to lose its prime, but I couldn't get at it. I started trying everything I could to knock it loose.

I was pouring water down from the top, up from the bottom and in from the side of that pump. All I was accomplishing was getting my last dry clothes soaked and myself more and more aggravated. What made me really crazy was that little trickle of water running down from who knows where. It was making the strangest gurgling sound almost as if *Chrissy* herself was laughing at me.

"Trickle, trickle, trickle, ha, ha, ha," she said. "You stupid moron, this is what you get for taking me from my nice comfy home in that field! Trickle, trickle, trickle, ha, ha, ha, I'll teach you for letting me sink and embarrassing me like that right here in my own home town. Trickle, trickle, trickle, ha, ha, ha, I may be old but I'm still proud and I'll show you a thing or two. Trickle, trickle, trickle, ha, ha, ha..."

This may sound strange but although I didn't know him, oftentimes when I am aboard *Chrissy*, I feel as if Ernie is looking over his old boat. Anyway, it was about the time I heard him start to laugh that I got really ticked! I grabbed a bucket, jumped below and started bailing like my life depended on it.

"You ungrateful bitch!" I screamed aloud. "I took you out of that yard, where you would have otherwise sat and rotted, and I put you back in the salt water where you belong! You may not like those garboards, the tar or the sheetrock screws I refastened you with, but that is the best you're going to get until we get


back to Essex. If you don't pick your \$\$\$%\$\$\$%\$%^*%\$*%&(\$^%* off this bottom and float, I'm going to haul you up to a field in Waldoboro, strip you naked and leave you there to die!"

At that point I felt a bump as the tide lifted *Chrissy* clear off the bottom and she rubbed gently against a piling. Looking back, I don't think that she was giving in to my threats, I'd say it was more like she was proud of my vehemence. Whatever the case, an understanding had been reached.

With this, I took in the lines, shoved *Chrissy*'s bow off into the fog and let the light southeasterly breeze take us down the harbor. Once against the town pier, we both looked back and laughed together at the beginning of what now looks to be a long love affair.

In conclusion, I will say that *Chrissy* did make it back to Essex. I owe a special thanks to Betty Roberts and Dick Lozier for the warm hospitality and hot meals they provided me with throughout my stay in Friendship, to Paul Wiegbleb who locked *Chrissy*'s sails in his cellar when he left to go fishing (probably saving my life) and to my parents for towing *Chrissy* and I approximately 100 miles home with their sloop *Resolute*.

(To Be Continued)



COLUMBIA TRADING COMPANY

NAUTICAL BOOKS

New, Used & Out-of-Print Free Catalog Subscription

(508) 778-2929

FAX (508) 778-2922 Major Credit Cards

1 Barnstable Road, Hyannis Cape Cod, MA 02601 U.S.A.

OUT-OF-PRINT


NAUTICAL BOOKS

+ SOME AVIATION AND ADVENTURE

Send for Listing

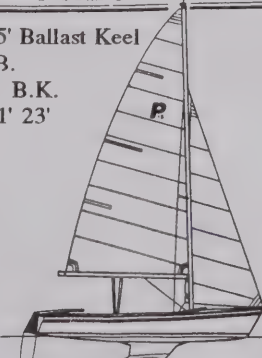
MILL CREEK BOOKS

P.O. Box 380, Topping, VA 23169 (804) 758-0858



PRECISION

New 15' Ballast Keel 15' C.B. 16-1/2' B.K. 18' - 21' 23'



FERNALD'S

Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

Beginners Luck

By John Laudadio

I have had a love affair with boats and sailing ever since my wife and I moved to the Chesapeake Bay in 1966. After several boats of our own and many years of admiring the designs and beauty of wooden boats, I decided to try building small wooden boats. A week at Wooden Boat School in 1993 gave me a base in lapstrake boat building and impelled me to start the Acorn 10 project. Harry Bryant, who taught a course in building *Daisy*, a 12-foot lapstrake boat of his design, is an excellent instructor and was extremely helpful in understanding how to put a boat together. One of the more important lessons was how to sharpen tools! That week at Wooden Boat School raised my skill and confidence level enormously.

Originally I was going to build the Lawton 10-foot tender shown in Gardner's *More Building Classic Small Craft*, but when I realized that the Acorn 10 was virtually identical in design and in glued lapstrake, I chose the Acorn to build. Some of the reasons for choosing the Acorn were clean uncluttered interior with no ribs or frames, very light for its size (about 130 pounds), watertight joints without having to swell up, hull stiffness and ease of construction, although I don't think using clinch nails and frames would be all that difficult in this size boat. I ordered plans from *Wooden Boat* that also included excellent building instructions. I changed some things in the building, but the designers' instructions were complete and thorough.

The Acorn 10 was built between August 1994 and May 1995 with about 300 hours effort, not including running around time. Setting up the frames was relatively simple. Here are some of the things I ran into in the building process.

The Acorn was built in one side of a two-car garage that is also my workshop, which did not leave much room for maneuvering. I set up the molds on a 2" x 10" x 10' strongback and re-baselined them slightly lower for my convenience.

Four sheets of 6mm ply were needed rather than the three suggested, to finish the planking. This left just enough plywood for the daggerboard trunk and rudder cheeks. I made the transom, rudder and daggerboard out of solid mahogany. I also scarfed up individual planks out of the fourth sheet of plywood, thus saving some of the ply. Otherwise I probably would not have had enough left for daggerboard and rudder.

It took somewhat more time to do it this way, but it was certainly not a big problem. I did not make templates, but if I was to build this boat again I would make templates for the planks in order to reduce the waste of mahogany plywood. It was easier to cut planks out of a full scarfed plywood sheet, but more wasteful of the plywood. When scarfing individual planks one can align the longitudinal grain with the curve of the plank, thus eliminating the waste in cutting curves in a full sheet.

I was able to bend the hog enough without cutting it as suggested in the plans. If I were building this boat again I would also glue a quarter-inch thick piece of oak shaped like the keel to the center of the hog after installing the inner stem and hog to give the effect of a "rebated" edge for landing the planking.

Molds for the inner stem and the knees were made from 2" x 12"s glued double thickness. I cut holes in these molds before gluing them together so that I could use the holes for the C-clamp foot. This made gluing up the laminates relatively easy. I had trouble bending some of the sharper curves, so I wet the wood with hot water and bent it first without epoxy. After it dried I epoxy glued it. I also used a flexible steel strip (actually scrap stainless hatch trim) to back up the laminates as I bent them. This virtually eliminated the splintering out so that I didn't have a lot of wasted effort cutting extra laminates.

Then the outer stem was laminated up in place over the inner stem when most of the planks were on. Screws and clamps held the laminates together until the outer stem cured. I used wax paper between the two stems to prevent sticking. Then I shaped and fitted the stem and keel and glued them on at the same time after planking was finished.

I used plywood "C" clamps with wedges and I think they were less trouble than trying to use any of the other suggested methods, especially when fitting the planks. After spiling I put the planks on and off several times in the course of fitting them and the clamp method made it easy to attach and remove the plank. It also reduced the number of holes I had to patch in the planking. Bevel angles were found by using a bevel stick which is described in John Gardner's books. This bevel stick was used by extending a batten the same thickness as the planking the length of the boat at the upper edge of the next plank. Using this technique enabled me to determine the bevels between stations.

Then I spiled each plank using the arcs method. Note: Even with careful spiling I had to fit the plank two or three times using index marks to locate it exactly. Because of the extreme curvature in the hull of this small boat, it was necessary to be careful not to cut too much off the plank with each fitting. It got easier with practice but never casual! I messed up on about three planks that still reside in my "to use" pile as a reminder not to be in too much of a hurry. Wood does not stretch to cover if too much is cut off!

All the floors except Station 2 were glued up in place in the hull using a drywall screw and small clamps to hold the laminates. This saved making molds for the floors. Doing it this way also provided some springback so that the floors fit tightly. They are held in place only at the center with a #12 SS screw into the hog. For Station 2 I split the 3/8" battens in half (3/16") so they would bend without breaking and molded them off the boat over Station 2. The next time I would make the floors slightly (about 1/8") thicker at the outboard ends to allow room for longer screws holding the floor planks. I also ended up beveling the floors to a continuous curve so that the floorboards butted side to side to one another smoothly. The plans did not show this, and when I test fitted the planks they were uneven. Finally, I put in blocks under the floors against the hull for added support for the floor planking.

I fabricated the inwales in one piece rather than scarfing them in place as suggested since it was easier for me to do it that way. It worked out better that way for me because of the substantial gunwale curvature that made it hard to deal with two inwale pieces by myself. It took several fit checks to ensure that it



Beauty on the beach.



Molds set up in garage boatshop.

Planking well along, note plywood clamps with wedges, great savings over bought c-clamps.



fit properly, but I think it was worth the effort.

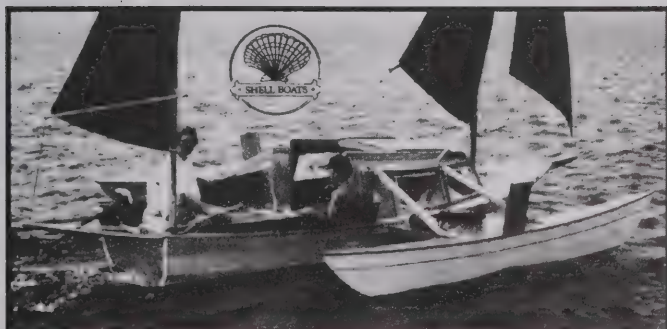
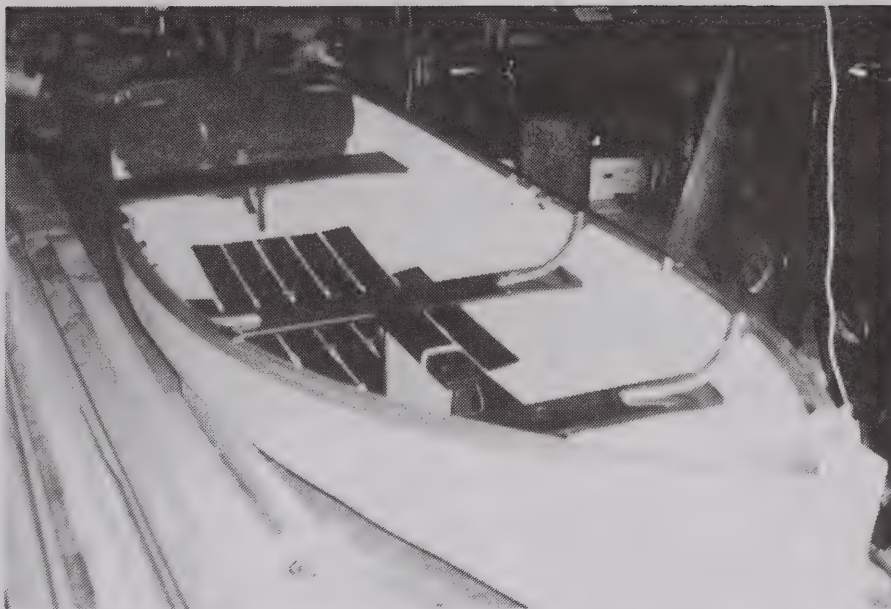
I did not like the daggerboard trunk being tied into the floors the way it was shown on the plans, so I redesigned it to make the floors removable in case they ever needed to be replaced. It turned out to be invaluable to be able to remove the floors during the finishing process! I also redesigned the supports for the daggerboard trunk and middle thwart. The ends that support the trunk laterally are only as wide as the hog and glued to both the daggerboard trunk and hog. The seat support is a laminated knee attached to the daggerboard trunk end support instead of a mortised post. The lateral support of the daggerboard trunk is just under the edge of the middle thwart, and the daggerboard trunk is now supported laterally by the middle thwart and is at the same height as the thwart for comfort.

I made the top of the rudder higher than the transom to avoid making a cutout in the transom and to be able to lift up the tiller and duck under while sailing. This is not quite as pretty as designed, but as I am not small it is much more convenient. The transom is not cut out to take an outboard motor. This boat is just too pretty to mess up with an outboard.

For movable parts like the kickup rudder and tiller, I inserted nylon bushings for the bolts to bear on. This makes the movement smooth and is less wearing than holes in wood.

This boat rows and sails extremely well. Everyone who has sailed this boat likes the way it sails. I am very pleased with the performance. The rig is simple, quick to erect and easy to maneuver. In up to 15 knots of wind the boat is very stable and easy to handle, as well as going like gangbusters for such a small boat. I would highly recommend this boat as a dinghy tender or a first boat for a young person.

Right from top: Nearly finished. A pleasure to sail.



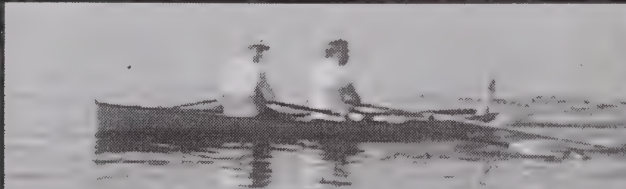
CLIPPER 15 & 18

* Stable & Easy to Sail * Folds Quickly for Trailering * Available as a Kit or Finished * Kits Preamsembled to Test Fit Every Piece *


* Affordable: Complete Kits \$3,200-\$5,250.

Video & Study Pack \$20 - Catalog \$5 - VISA/MC - 802-524-9645

SHELL BOATS, R.D.2 BOX 289c, St. Albans, VT 05478



Adirondack Wherry



ADIRONDACK ROWING
 306 Lake George Ave.
 Ticonderoga, NY 12883
 (518) 585-7870

Nord Koster Canoe Yawl

By William Clements

Length Overall	16'
Beam	6'6"
Draft (board up)	12"
Draft (board down)	36"
Displacement at L.W.L.	1450 lbs.
Est. Trailer Weight	850 lbs.
Yawl Rig Sail Area	141 sq. ft.
Sloop Rig Sail Area	124 sq. ft.

Construction will be glued-lap plywood using 6mm high-quality marine mahogany plywood. All surfaces will be epoxy coated and finished to client specifications.

This canoe yawl, designed by Phil Bolger, is in the spirit of Albert Strange and the Humber Yawl Club cruising boats. It has a strong Scandinavian influence. The buoyant flaring sides all around will make her a powerful and dry sailer with fine enough lines at the waterline to row respectably. She's intended to be sailed in an unstrenuous fashion with a minimum of scrambling.

The large cockpit will comfortably accommodate four adults day sailing and, with the seats folded away, there will be sufficient clear floor space for two sleeping bags. The addition of a boom tent over the cockpit will make this boat a more than adequate camp cruiser for two.

The centerboard trunk has been redesigned from the study plans to be lower and to support a proper rowing seat.

William Clements, Boat Builder, P.O. Box 87, N. Billerica, MA 01862, (508) 663-3103.

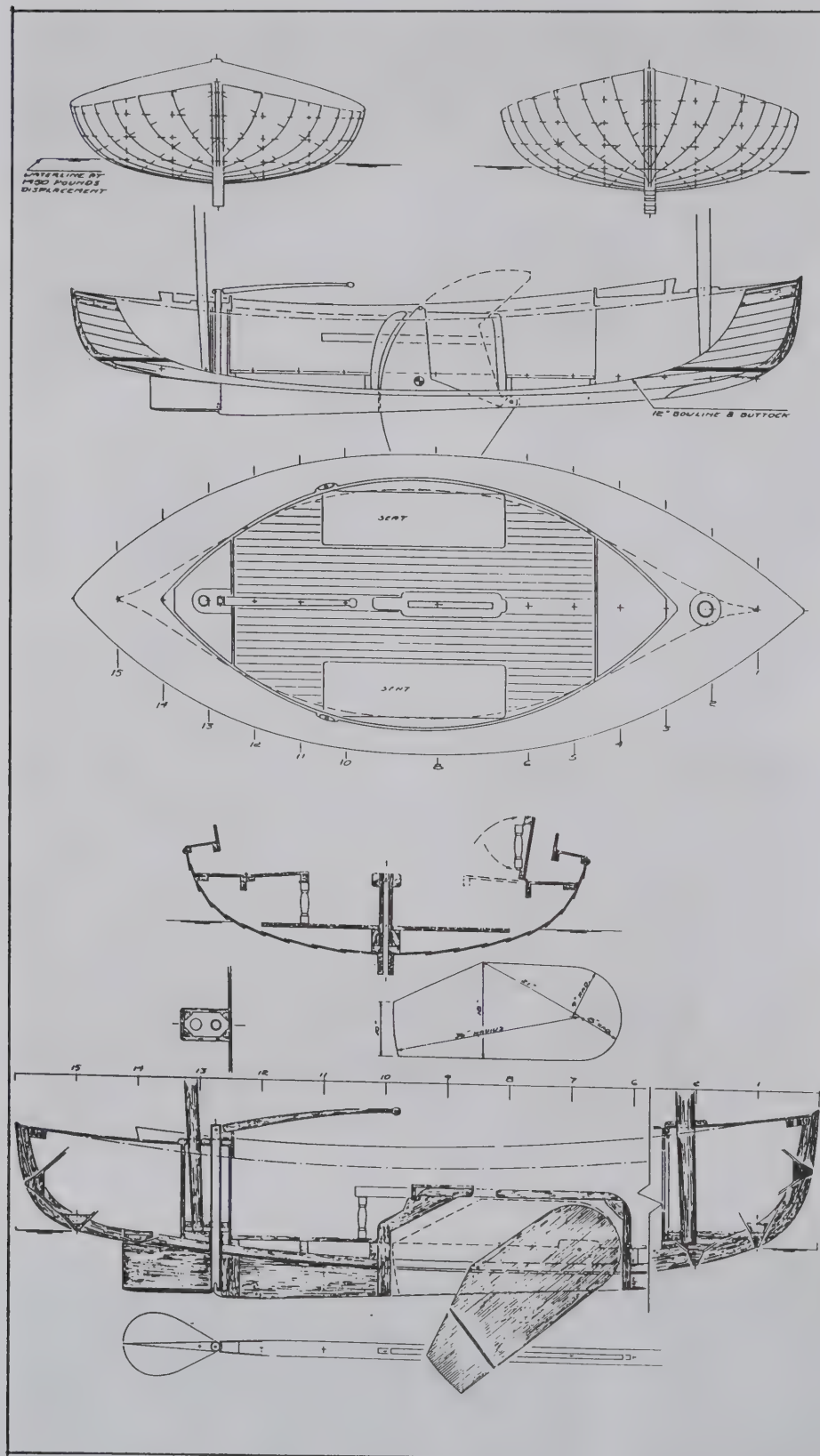
Comments from the Designer

"From my point of view, the most significant feature is the end-plate rudder which allows the blade to be as shallow as it is without loss of effectiveness. The tiller is brought amidships without the usual ugly and unsatisfactory linkages. This is well proven in use, by no means experimental. A related feature is enough salient keel to allow her to sail on all points in 12" of water with the board completely up. The wide-on-deck, soft-bilged shape somewhat obviates both fixed ballast and very active live ballast.

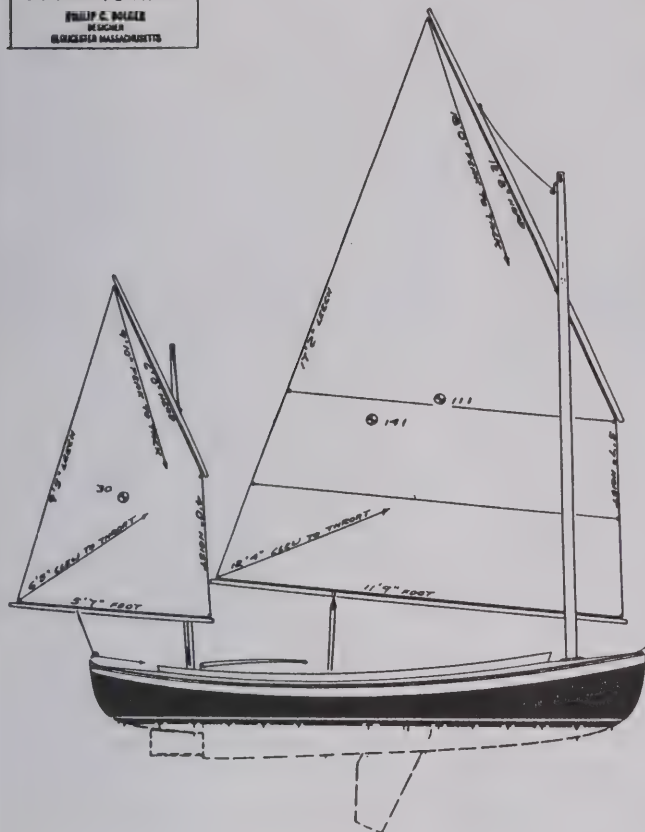
The folding seats leave close to five feet of sleeping flat. The wide beam is to get some deck outboard of the coaming. It won't make her much harder to plank or stop her much in a chop, since the ends are sharp. The diagonals are a fair sweep.

This strikes me as having the makings of an extremely pretty and otherwise nice boat."

Philip Bolger



DESIGN #596
18'0" x 5'6" x 1'0"
PHILIP C. CLARK
DESIGNER
BURLINGTON MASSACHUSETTS



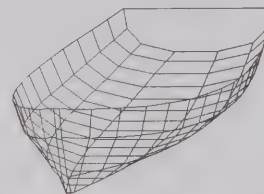
PLYBOATS® 2.01

Software for the design of small boats

NOW WITH METRIC

At Any Time Change Dimensional Units To:
METRIC, DECIMAL INCHES OR FEET-INCH-8ths

- Draftsman's spline curves
- Sheer, 2 chines and keel
- Design up to 100 feet length (30.5 meters)
- Graphic views (10)
- Painted views (4)
- Bulkhead dimensions at any location
- Instant calculations of:
 - Displacement
 - Center of buoyancy
 - Prismatic coefficient
 - Block coefficient, etc.
 - Displacement curve of areas
 - Righting moment
 - Righting arm
 - Centroids of submerged sections
 - Wetted area
 - Surface area of hull
 - Lateral area
 - Center of lateral area
- Prints out:
 - Table of offsets
 - All graphics
 - Plywood layout graphic
 - Plywood layout offsets
 - Table of design inputs
- Printer support:
 - Laser or ink jet
 - Epson or IBM
 - Proprinter dot matrix
- Sail rig design:
 - Sail graphic
 - Jib + two masts
 - 20 sail types
 - Bowsprit



Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- CAD export: (use for cabins, decks, etc.)

.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

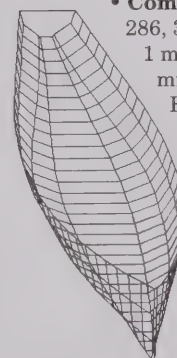
- Modeling:

Scale up or down .01 to 10X
In model scale do:

Table of offsets
All .DXF files
Plywood layout
Bulkheads

- Compatibility:

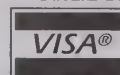
286, 386, 486, Pentium
1 megabyte RAM
minimum
Runs in DOS
No co-processor
needed
1.44 meg hard
disk space
minimum
VGA monitor
preferred



- PLUS A 116 PAGE MANUAL THAT EXPLAINS IT ALL

- DISK INCLUDES OVER 80 DESIGN EXAMPLE DATA FILES

CREDIT CARDS ACCEPTED:



PLYBOATS® 2.01: \$145.00 • UPGRADES: 2.0 TO 2.01
\$5.00 • UPGRADE 1.0 TO 2.01 \$40.00 PLUS S&H
S&H: U.S. \$5.50, CANADA \$8.00, OTHERS \$12.00
(CA residents include tax)

RAY CLARK ENTERPRISES

5861 Woodboro Drive
Huntington Beach, CA 92649
VOICE (714) 840-7284
FAX (714) 840-7284

Celia Mai

A Lightweight Sailing Dory-Canoe

Design and Commentary by
Joe Pallazola
1420 Grant Street
Berkeley, CA 94703

SPECIFICATIONS:

Length	15'7"
Beam	3'6"
Depth	16"
Draft (board up)	4"
Weight	55 lbs.

Now that his household included three people (husband, wife and toddler), my friend Steven came to me with a design request for a larger boat, one to replace his 14' x 3' sailing scow, *Rude Dog*, another boat I designed for him that he built a few years ago (reported on in the August 15, 1991 issue of this magazine).

Rude Dog had served him well over the years, but she had some shortcomings when it came to safely transporting his expanded family and their expanded camping gear. He wanted a boat with a larger cockpit, more freeboard and stowage space, and better rough-water capability than the scow afforded. Like her predecessor she had to be car-toppable, but preferably a lot lighter than the 115-lb. scow (she turns out to weigh about half as much as *Rude Dog*). He wanted her to be a good sailboat, like the scow, but also to function as a stable sort of canoe, using paddles for power.

Steven said that what he had in mind was a double-ended 16' x 3' flat-bottomed boat with plumb bow and sides, a daggerboard or centerboard, a kick-up rudder, and the 81-square-foot lateen sail and rig recycled from the scow; he drew a few versions of such a boat to show me the "look" he wanted. I studied his sketches and came back with several cartoons of my own indicating what I thought a boat for his requirements should look like. I made a cardboard model of what I considered a promising shape: a narrow skiff with flared sides, a shallow-vee bottom with plank keelson, a flat transom, and with a leeboard for lateral plane, but Steven didn't much care for it. He apparently had his mind set on the double-ender concept and wanted a daggerboard, like the one on *Rude Dog*.

Agreeing on a design

Although I knew what Steven thought he "had to have" in his new boat, I argued that a few concessions on his part would result in a more economically- and easily-built craft, and a more "user-friendly" one, too. An arguably better design, in short. After a somewhat protracted series of discussions we came up with what basically turned out to be the final shape. I managed to get him to concede to a slightly-raked "tombstone" transom in lieu of the pointed stern he wanted (he was already familiar with this feature on the kayak I had designed and built the year before last; see the April 15, 1994 issue of "MAIB" for a report on *Harbor Seal*). To simplify construction (and to

save on plywood), I suggested parallel-edged side planks flared to get the desired bottom rocker and curved sheerline – the "conical section" method – hence the need for a raked stem rather than a plumb one.

I made a cardboard model at 3/4" = 1' scale so we could see her in three dimensions. Studying it, Steven agreed that using a leeboard instead of a bottom-piercing fin made for a nicely-unencumbered cockpit space and kept things more canoe-like, as he desired. He liked the large watertight volumes of stowage and flotation afforded by the decked and bulkheaded ends, and was pleased by the appearance of the dory-style transom

(I borrowed the kick-up leeboard design from Jim Michalak, who says he got it from someone else; it's pivoted on a bolt through a guard-piece on the starboard side, with the top end held in a bracket at the gunwale. A wing-nut on the inside end of the pivot-bolt allows adjusting the friction against the guard so the board will stay down while sailing but swing back and up when it hits something. This is a simple and effective way to handle lateral plane on small sailing craft, and it's easily removed when not needed for sailing.)

Since we were going to use the rig from *Rude Dog*, I positioned the sail so that the its center-of-effort lay directly above the trailing edge of the leeboard. This was done according to one of those rules-of-thumb that are sometimes applied when designing single-sail craft. It balances the forces on the boat when sailing so that she'll have a normal feel to her helm.

Building the boat

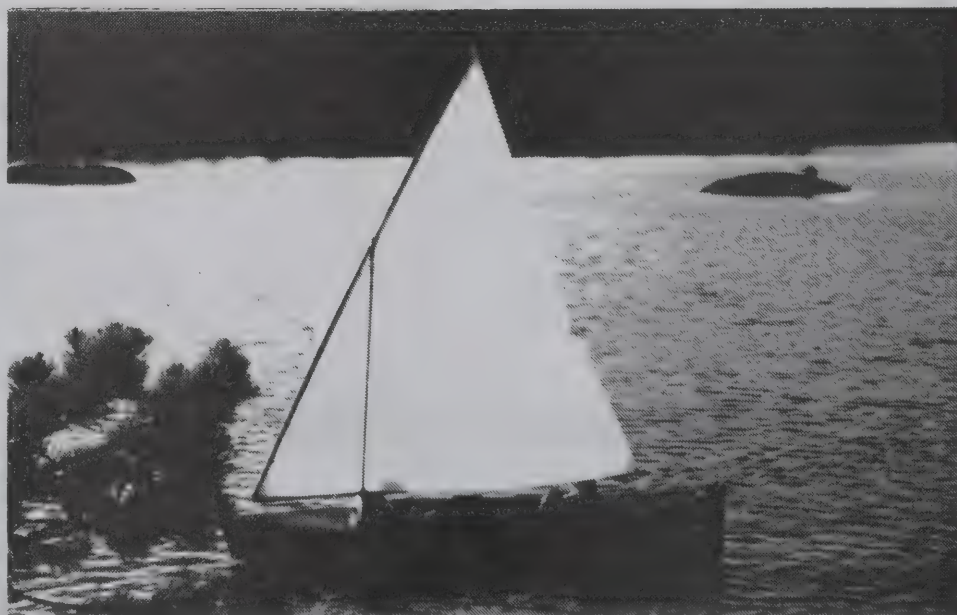
I'm a bit of a fanatic when it comes to plywood usage, always trying to minimize the number of sheets required while utilizing each sheet to the fullest. With this design I made the sides 16" deep, to get three of the four pieces needed out of one sheet of 1/8" lauan "doorskin" ply, and the remaining side piece and the end-decks out of a second sheet. Another sheet of (1/4") ply sufficed for the bottom by cutting it on the diagonal and butting the 4' edges together. As it

turns out, three sheets are not quite enough plywood for this design; the bulkheads had to be made from some scrap 1/8" ply I had lying around from a previous project, and the rudder and mast-step were also built from leftover 1/2" ply. In his scrapbox Steven found a nice piece of solid 1" mahogany to be used for the transom and the inner and outer stem pieces. The strong, doubled wales were to be made of 8' lengths of clear redwood 1x2s with spacer blocks of the same material.

Steven wanted the new boat to be ready for our soon-to-occur annual camping trip, so the two of us set about construction with some alacrity in order to finish by the departure date. On a sunny Saturday afternoon in July we measured, marked and cut the pieces on my backyard deck. We sprung the sides around a temporary center mold and glued the transom and inner stem at the ends with epoxy, using some sheetrock screws to hold things until the epoxy cured.

I designed this boat for taped-seam construction, but instead of the tedious wire-stitching often specified, I opted for "spot welding" the pieces together with 5-minute epoxy prior to glass-taping. So we attached the bottom using strips of 2"-wide masking tape and also some plastic package-wrapping tape to hold it in position while we applied the quick-setting epoxy glue in little dabs spaced about 6" apart inside the chines. When this had cured, we filled the inside of the seams with thickened regular epoxy, shaping the fillets with "tongue depressors," and covering them with 3" fiberglass tape, which was then saturated with a couple of coats of unthickened epoxy. When that cured, we pulled off the tape strips on the outside of the hull, rounded the edges of the chines and the transom, and taped-and-resined all around the bottom. At the bow we sanded the face of the inner stem (along with the forward ends of the sides) to a flat surface and glued the outer stem on with epoxy, holding it in place with masking tape until the epoxy cured.

(As is usual with me, I failed to keep track of the time spent on this project, but I guess we did





most of the hull work in about two man-days. In the end, on the eve of our trip I had to stay up all night to complete the myriad final touches. With an electric heater I warmed up my bathroom to 85° to speed-cure the epoxy coating on the leeboard and rudder parts, but the last trace of tackiness didn't disappear until we arrived at the campsite the following afternoon.)

We launch her

As has become a tradition on these annual outings, most of the fleet (four of the five boats we car-topped to the campsite – on two cars!) were of my design and fabrication. Besides the as-yet-unnamed new boat, we took Steven's kayak Harbor Seal, my rowboat *Slipper* (see June 1, 1993 "MAIB"), and my friend Danny's kayak *Gato* ("MAIB" May 1, 1992); my friend Michael took his rotomolded plastic kayak. Danny and Michael also brought a couple of vinyl inflatables to carry their voluminous camping supplies, under tow; Steven and I had plenty of room in our wooden boats for our stuff. So we loaded the gear and launched our fleet into the lake and sailed, rowed or paddled the half-mile or so to our "private" island, where we leisurely set up camp.

In the next three days, Steven had ample time to check out the performance of his new boat. She had a few quirks that bothered him somewhat. One of these was the leeboard's propensity to chatter when the boat was driven hard. Another was the noticeable flexing of the side where the leeboard attached and of the thin flat bottom; she felt rather more like a "skin" boat than a plywood one at times. To make her as light as possible, I had specified that the plywood be as thin as was practicable. I still feel that it's not a bad way to go so long as you do enough beefing-up where absolutely necessary to mitigate the failings, and you treat her gently. I knew what could be done at minimal added weight to correct her vices.

The first problem, leeboard-chatter, could be solved by doing a better fairing job, making the essentially flat board more foil-shaped, especially at the leading and trailing edges. The flexing side would be corrected by adding a 1"-sided "rib" from gunwale to chine, with a small knee at the bottom, in line with the pivot point. (These alterations were subsequently done and have proven to be effective.) The admittedly limp bottom remains to be stiffened by adding a 1x2 keel strip under the undecked area so that the 36" unsupported span of the bottom amidships is divided into two parts less than 18" each. I have the keel piece ready, faired at the forward and after ends, but have not installed it

as of this writing; I expect it will firm things up sufficiently.

At the time of her sea trials, the boat boat had such a "lively" motion that Danny quipped she should be named the *Quivering Thigh*! I felt that was a bit unkind, and I intended that her idiosyncrasies be dealt with in any case, so it would soon cease to be an "appropriate" appellation. (Some weeks later Steven decided to name her after his daughter, as boat-owning fathers often do; hence the designation *Celia Mai*.)

Another part of her trials included an intentional swamping. It proved to be surprisingly difficult to get her gunwale under, and when Steven finally managed to tip her enough to take on water, the huge volume of the watertight ends allowed only enough water aboard to fill up about a third of the cockpit. She floated high (plenty of reserve freeboard) with all the water she could hold, so she was easy to bail out. It appeared that she was proving to be a much safer boat than what she was replacing. (*Rude Dog* had little freeboard to begin with, and, lacking a coaming, she could be filled to the gunwales in overly-rough seas.)

Celia Mai's a good sailboat, too. Steven says she's at least as fast as the scow (a very capable sailer in her own right) under the same sail. With about 15' length on the waterline, she foots nicely, her sharp bow showing a "bone in her teeth" when driven into waves. The leeboard does a good job of controlling leeway on both tacks; I imagine neither centerboard nor daggerboard would be much better, and the leeboard has its own special virtues (simple construction, easy removal, and uncluttered space inside the boat).

Currently *Celia Mai* is bright-finished inside and out, with a couple of coats of semigloss polyurethane varnish over her epoxy-sealed wood, but Steven wants to paint her bottom black (and I'm hoping he'll add a contrasting bootstripe above the waterline). This should make her look longer and leaner (and to my eye more shippy) than her present rather monolithic and high-sided "woody" appearance. When not in use she'll be stored in Steven's garage, so the varnished finish should stand up well enough not to need recoating for quite a while.

Now that Steven's latest "dream-boat" is a *fait accompli*, my friend Michael is getting the new-boat bug. He wants me to design him a double kayak of sorts, with sailing capabilities, to round out his fleet. I'll tell you what we come up with next time. Stay tuned...

THE MOST UNIQUE WOODEN MODEL BOAT KITS AVAILABLE ANYWHERE!



Neon Tetra
12" SUB \$15.95



Scorpion
8" RUNABOUT \$19.95



Cricket
11" SAILBOAT \$23.95



TOAD
8" TUG \$22.95

EASY TO BUILD PROVEN PERFORMERS

• RUBBER POWERED • PRE-SHAPED HULL • PRE-CUT & DRILLED PARTS
• BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY!
\$4.00 S&H Each, MD. Residents add 5% tax. Catalog \$1.00

Seaworthy Small Ships

Dept. M, P.O. Box 2863
Prince Frederick, MD 20678



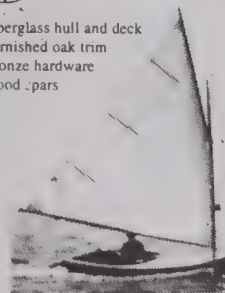
ALDEN OCEAN SHELL & STAR:
APPLEORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave., Noank, CT 06340
(203) 536-6930



COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662
(508) 255-5187 • (508) 240-1032

Fiberglass hull and deck
Varnished oak trim
Bronze hardware
Wood -pars

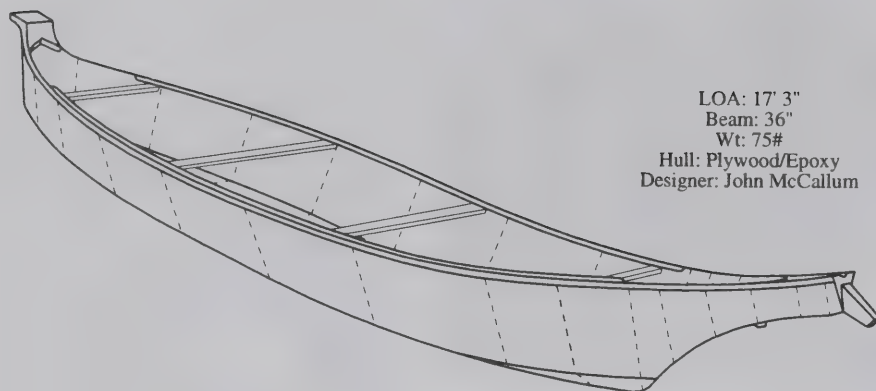
LOA 12' 4"
Beam 6' 2"
S.A. 100 sq ft
Displ. 440 lbs



Classic
Cape Cod
Catboat

RAINBOW
Now in fiberglass

Ready to sail or complete it yourself component kits



LOA: 17' 3"
Beam: 36"
Wt: 75#
Hull: Plywood/Epoxy
Designer: John McCallum

Two Moons A Makah Indian Canoe Recreated with Taped Seam Plywood

By John McCallum

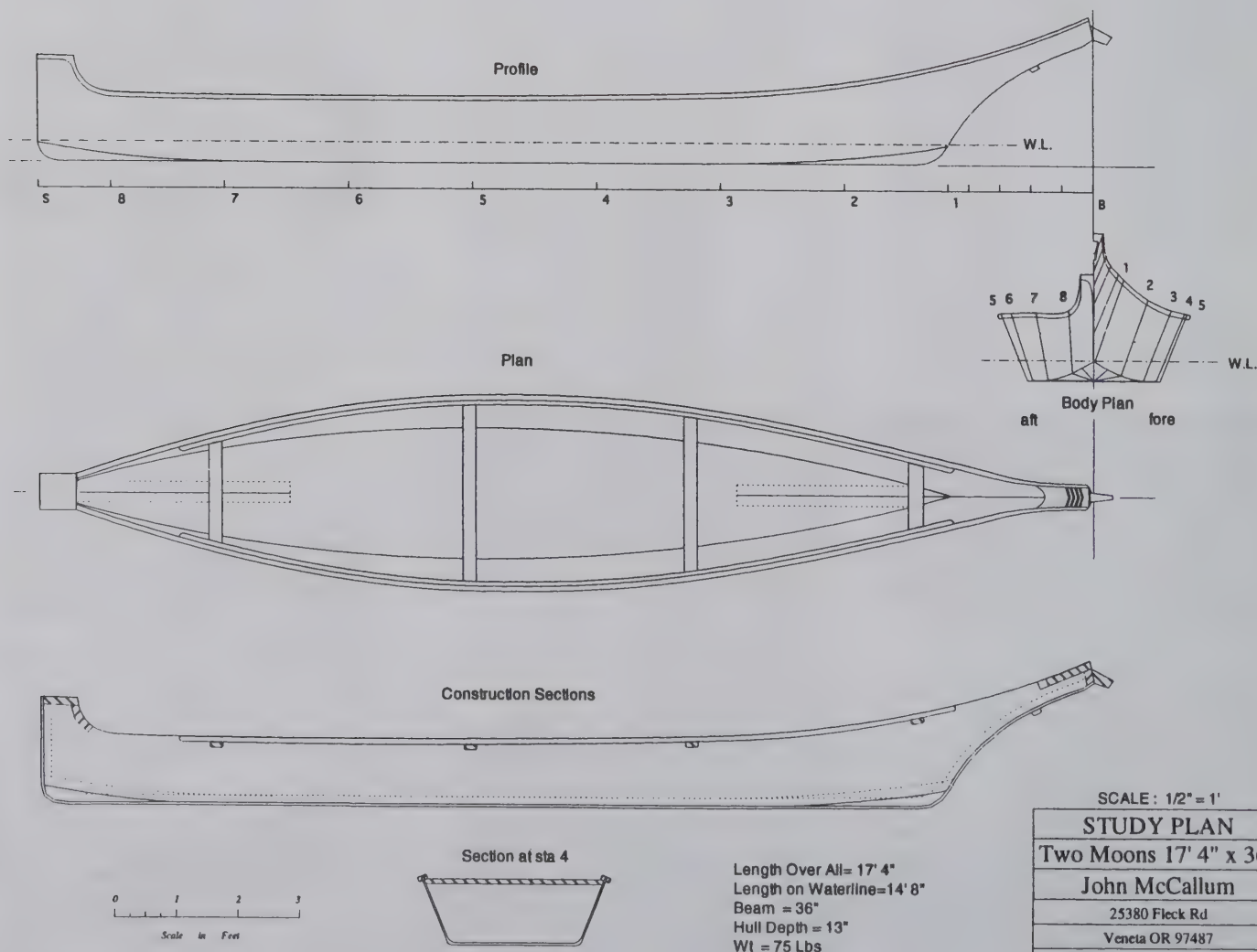
Two Moons is a replica of a Makah Indian cedar dugout canoe. The design is based on measurements taken of a Makah dugout canoe at Neah Bay Washington in 1890. Sam

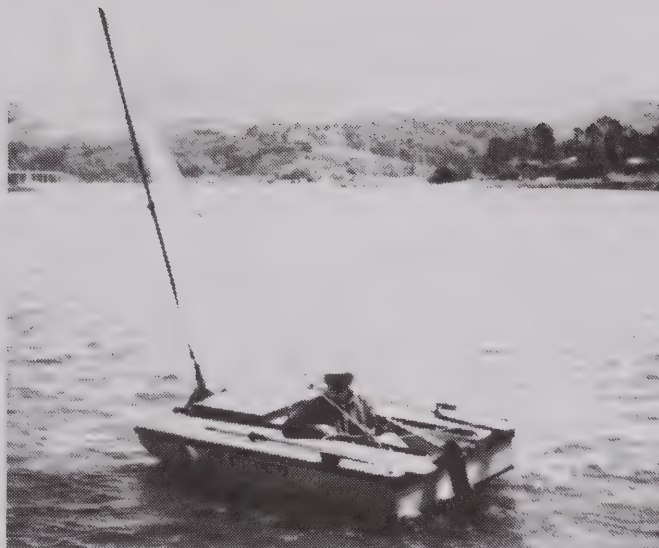
Johnson at the Oregon Historical Society gave me a copy of *The Fishing Vessels & Boats of the Pacific Coast* from the Bulletin of the U.S. Fish Commission, v. 10, 1890. This report contains the overall dimensions and a rough three-view drawing of a Makah canoe. The Makah canoes had the reputation of being the most seaworthy design of all the canoes of the tribes of the Northwest coast.

The original boats were carved out of cedar logs. The bow and stern decorations

were hand-carved cedar stitched on with cedar withes. They had totally flat bottoms and straight sloping sides so the design can be duplicated fairly well in plywood. I did the lofting and plank expansion (and the perspective drawing) with a computer program that I wrote called Iron Mike. This canoe is made from marine plywood bonded at the seams with epoxy and fiberglass using the taped seam method. The flat bottom transitions into a "V" shape at the bow and stern. The bow and stern decorations are hand-carved cedar. Later this year I will be selling building plans for this canoe.

Two Moons is used just like any standard canoe. Its flared sides give reserve stability and reserve capacity. Capacity in normal use is two adults and some gear. The displacement 4" draft is 435 pounds and at 6" draft is 700 pounds. For a picnic at the pond, go ahead and load up with a pack of kids; for rough conditions, keep the load light and low. This boat always draws a crowd of admirers wherever I take it. Modern materials produce a strong, low maintenance structure, hundreds of years of refinement by the Makah people produced a highly efficient and spectacularly graceful design.





During 11 years of living aboard anchored vessels on San Francisco Bay, I traveled over 8,000 miles in small rowing/sailing dinghies, beating into the afternoon trade wind or wafting along on the morning land breeze. In winter, a stiff southerly often blew up the Bay over 25 miles of progressively angry water. In the process of keeping appointments despite the weather, winter and summer, I learned about dinghies. And with this knowledge I designed and built *Sleeper* #1, the prototype.

Sleeper #1 became my favorite day sailor and tender, and I soon grew to appreciate the deck which keeps out rain and spray. Before *Sleeper* I spent hours bailing. Locked stowage for oars and other things was handy, too. *Sleeper* also served as a stable work platform and proved excellent for anchor handling. Aside from being dry, the overhanging bow, inspired by the Auray fisherman's dinghy in Claud Worth's *Yacht Cruising*, provided the added feature of my being able to step off onto most beaches dry-shod. After stuffing *Sleeper* #1 through a few waves, I was really happy that I'd used the Maurice Griffiths double coaming hatch. It, and my "flexitrunk" fabric daggerboard trunk have never leaked so much as a drop. Interested boaters altered course and proffered friendly comments. It was borrowed by sailing friends who responded enthusiastically, so I drew up a set of plans and tested them by building the first *Sleeper* and this vessel continues to serve me well. My brother built the next *Sleeper*, which served as a tender for his 47-foot schooner. For various reasons I prefer to sail or row. Here in California, a sailing vessel under eight feet in length is not required to be registered or pay an annual fee if it is not propelled by an engine. *Sleeper* can also be stored standing on its transom under a standard eight-foot ceiling.

It took me over 100 hours to build the *Sleeper* prototype. My present *Sleeper* was completed in 60. Step-by-step instructions included in the 22 pages that accompany the plans save the builder much time. Plans show the layout of all pieces on four sheets of plywood. No jig is needed. Simply cut out the parts and assemble them. A table saw, router and saber saw are handy. *Sleeper* #15 was built in a small condominium apartment in San Francisco. The family used their partly com-

Sleeper The Swiss Army Knife of Boats Since 1988

By John Laudadio

pleted vessel as a table until it was finished and lowered out the window to the roof of the family car, four stories down!

Getting *Sleeper* underway is simply accomplished by letting go the boomless sprit sail's brailing line and trimming the sheet. There is no halyard and the furled sail can be easily plucked from the tapered mast step and lashed down along either grabrail. Sail area can be reduced by using the brailing line or by removing the sprit and lashing the peak down to the mast. The resulting roughly triangular sail can get you home on any point of sail from a close reach to a run. With most dinghies it is prudent never to belay the sheet, however with *Sleeper* I often make off the sheet with a "slippery hitch." To tack, just push the helm down.

With the optional planing plate down *Sleeper* also planes. Powered by a Honda 10 hp outboard engine, I've clocked 22 knots with just me aboard. I must add, this is not my favorite way to travel! The name *Sleeper* describes one use of this unique vessel (there is room for two adults to lie below deck), but it also implies the success of this unprepossessing boat. Sailors who have not seen *Sleeper*'s easy entry and long, flat run are often surprised at how well *Sleeper* goes.

Sleeper:

LOA 7' 10" x beam 4' 1-1/2"

Fully loaded draft: board up 6", board down 40"

Weight: 130 pounds

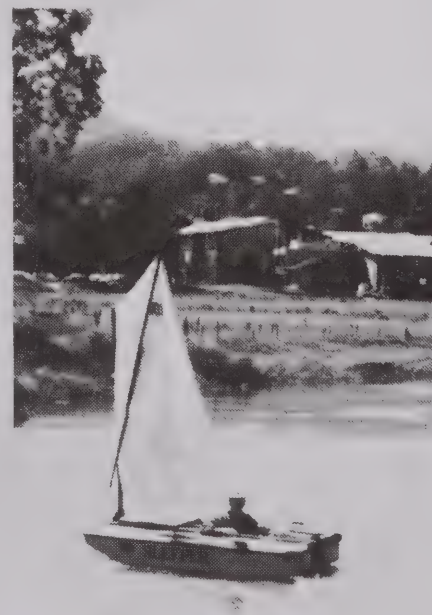
Sail: boomless sprit, 45 square feet

Sleeper plans: \$37 (U.S. funds) to: Epoch Press, P.O. Box 3047, San Rafael, CA 94912



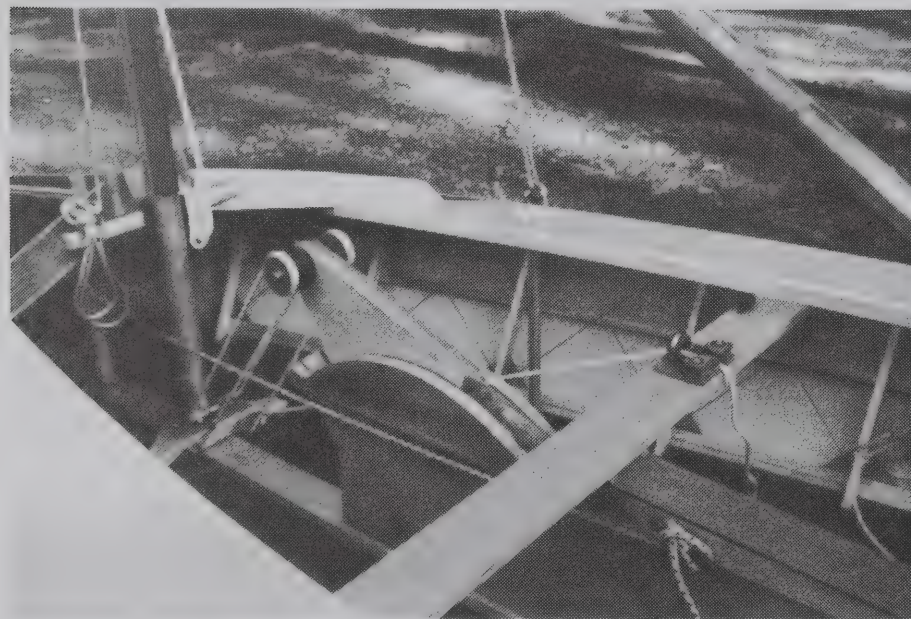
Katrina at the helm with nary a waggle in her wake.

Sleeper in narrow waters.





Blivit 12 underway.



Details of centerboard construction and rigging.

Here is a Good Centerboard Idea

By Platt Monfort

Here is a good centerboard idea that is not too well known. This configuration originated on the International 14 class boats. It was probably an Uffa Fox idea, and a darned good one at that. Sandy Douglas used it on the *Thistle*, the *Highlander* and the *Flying Scott*.

Because I haven't done plans on this 70-lb. Blivit 12, I thought that some sketches to document the technique might be worthwhile.

The troublesome hinge pin is not required, the board simply drops down in the slot and rests on rollers that run on a curved track. There are matching radii on the forward bottom of the trunk and the forward end of the board. This configuration provides an action similar to rotating on a pin.

The result of all of this is that leaks are eliminated and the board is easily removed. It still retains all of the swing characteristics and needs to be weighted. Therefore, quite a bit of force is needed to raise the board so some kind of tackle is required. The simple lift-out feature makes it ideal for cartop boats, especially on my Geodesic Airolites.

Monfort Associates, RFD 2, Box 1490, Wiscasset, ME 04578.

Opposite center: Suggest making a full size cardboard pattern mock-up of trunk side and board. Use a 2-1/2" diameter plastic bottle cap for a roller, pinned to the board. Now check the actual shape by rolling it against the 2" radius of Item 4.

Opposite bottom: Rigging: The line for a (4) part tackle starts at an eye at the mast step. It goes back and forth from board to step with (3) turning blocks located at the step. Adjust and secure it to a cleat mounted on the top of the thwart.

EASY BEAUTY

The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wherry is the ultimate in computer-produced kit technology.

Send \$2 for information packet to:

PYGMY BOAT CO.

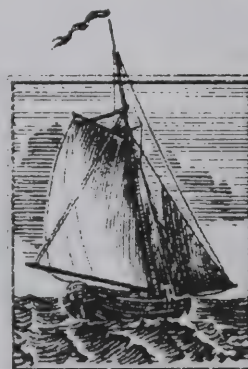
P.O. Box 1529 * Dept 2 * Port Townsend, WA 98368 * (360) 385-6143

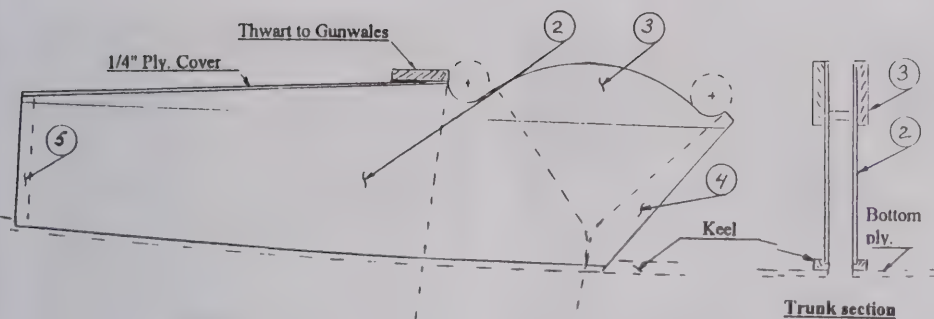
The Turnabout *a classic tradition.*

For \$4,600 you could be sailing
a classic this summer.

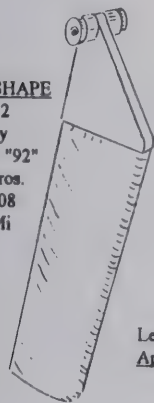
Call: Portland Yacht Services
58 Fore St.
Portland, Maine
(207) 774-1067

Used Turnabouts & Parts
Available





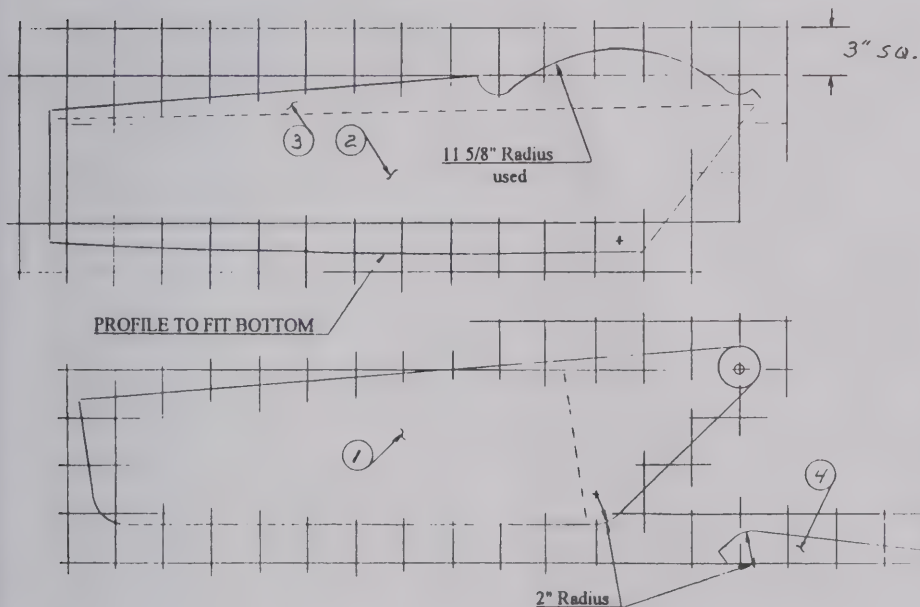
AIRFOIL SHAPE
NACA 0012
(See "Epoxy
works" Fall "92"
Gougeon Bros.
P.O. Box 908
Bay City, Mi
48707



Lead Weight
Approx. 5 #

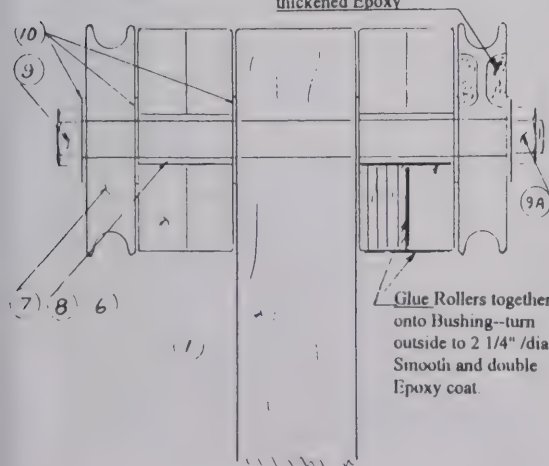
Note seal inside of Trunk and top
surface of Roller tracks with
double Epoxy coat.

Note: If this looks too complicated,
it probably is--and you had best forget
the whole idea.



SECTION AT BOARD HEAD

Fill spoke area with
thickened Epoxy



SUGGESTED MATERIAL LIST

ITEM	QTY	DESCRIPTION
1	1	Board 1 1/4" x 10" x 43"
2	2	Trunk Side 1/4" x 14" x 45"
3	2	Roller Track 3/4" x 4" x 45"
4	1	Fwd. Trunk End 1 5/16" x 2" x 16"
5	1	Aft Trunk End 3/4" x 1 5/16" x 16"
6	4	Roller 1/2" x 2 1/2" x 2 1/2"
7	2	Sheave 1/2" x 2 3/8"
8	2	Bushing 1/2" x 1" x 3/8" bore
9A	1	3/8" Hex Nut
9	1	Machine Bolt 3/8" x 5" With 4 1/2" grip
10	6	Washer 3/8"
11	3	Turning Block 3/8"
12	4	Screw Eye 3/16" thread
13	1	Cleat - Mount on side of item 3

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampans



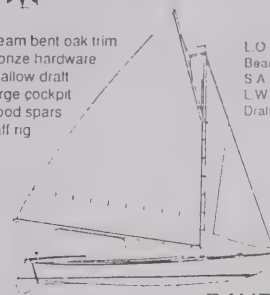
HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456



COMPASS CLASSIC YACHTS INC.
Box 143 • South Orleans • MA 02662 • (508) 255 5187

Steam bent oak trim
Bronze hardware
Shallow draft
Large cockpit
Wood spars
Gaff rig

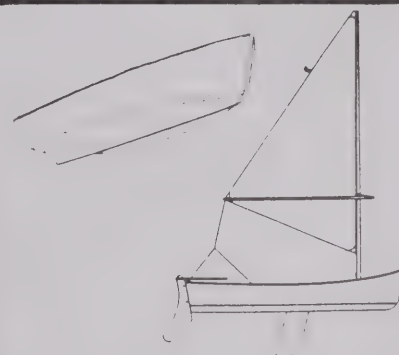
L.O.A. 18' 0"
Beam 5' 6"
S.A. 145 ft
L.W.L. 16' 0"
Draft 0' 8"



BAYBIRD

A 1918 Burgess and Chamberlain design
Now in fiberglass

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

Two Rowing Stations

Row & Sail Models

BAY & MAINE BOATS

Gooch's Beach P.O. Box 631
Kennebunkport, ME 00406
(207) 967-4461

Long before the days of boat trailers and marinas, many small boats were stored on and launched from the local beach or strand. In many places around the world this is still the practice and here in the US, the popularity of beach launching small boats is on the rise. The popularity of beach boats like sailboards, Sunfish and small catamarans contributed heavily to this condition but more and more we are also seeing conventional type centerboarders there, too, like Lasers, Snipes, Blue Jays and even Lightnings.

There are several reasons for this. Basically, it is faster and cheaper than leaving your small boat at a marina dock or mooring. For the sailor with little recreational time to waste, it means not having to spend precious time getting to or from an upriver marina or anchorage to get started on a short, after work or weekend sail.

It certainly beats trying to keep up with the spiraling costs of renting boat space, whether your boat is on a mooring or in a marina. Sailors have also been cruising a lot more in small boats lately and, rather than stay for a night or two in a marina, they prefer instead to pull their boat up on a quiet beach. They not only avoid paying the cost of a slip for the night, but also they avoid the noise and confusion that goes along with such a location. There's no greater enjoyment for many small boat skippers than to sail into one of the many shallow bays and inlets where bigger boats can't go and enjoy the peace and solitude of one of these isolated areas.

Generally speaking, your boat is as safe if not safer on a beach than on a mooring. You don't have to worry about whether your boat's mooring or anchor line will hold when a storm with high winds hits.

However, sailing from a beach isn't desirable or available to everyone. Aside from personal preference, there are certain conditions that must exist in order for sailors to successfully store or launch their boats there. The size and type of sailboat is obviously one of them. A shoal draft, centerboarder or leeboarder with a kickup rudder is the ideal boat for this kind of activity. She should be light enough for one or two persons to pull up on the beach or launch regardless of the method used. A boat with a kickup rudder (or one that can be readily shipped) also is desirable in order to leave or approach the shore under sail without grounding (paddling or rowing is not always practical).

There are also certain minimal physical conditions that the beach or shoreline should meet before you can safely launch or store on it. The ideal location is one that is free from obstructions, both submerged and floating. Rocks, partially covered at times of high water, must be located and charted to avoid a sudden disastrous grounding. It is also preferable to select a windward shore (to the prevailing winds of the local area) and to have a wide sweep of beach from which to launch, preferably half-moon in shape. It should not be located on a channel or busy waterway if you can help it. A sandy bottom is probably best. Understandably, all these conditions cannot always be met, but the closer you get to the ideal, the better.

Equipment

The equipment you should have in order to launch from a beach or shore depends upon the conditions discussed above: the type of

Beach Launching Made Easy

By Lionel Taylor

boat, the kind of launching area and the existing wind and current conditions. An easy method for launching on sand or gravel is to roll your vessel up and down the beach on boat fenders. This is especially acceptable if you're cruising in your boat where the plastic fenders can serve a dual purpose.

On my 11-foot sailboat, I tie two 20" long fenders together and place them under the boat in a line athwartship. The two fenders, fully extended on their lines, stretch out to 48" of the boat's maximum beam of 50". I can singlehandedly launch and retrieve my 150-175 pound boat on the steepest of shores with surprisingly little effort using this method.

Probably the best way to launch from a sandy or shingle beach, however, especially on a long term basis, is with a boat dolly. I am sure you have seen several types in your local marine store: a pair of wheels mounted on a frame that clamps to the transom or the type that fits into the daggerboard well of a sail or Sunfish. The trouble with some of those special purpose dollies is that their tires can be too small, narrow and hard for a soft sand or muddy beach. The weight of the boat causes the wheels to sink in and you work almost as hard moving the boat on the wheels as you would if you had to physically drag it to and from the water.

Some marine hardware manufacturers, however, have capitalized on this flaw and are selling dollies with large, wide, inflatable tires that work well in sand. In the case of the Sunfish, they have stayed with the through-the-daggerboard well concept but with the other kinds of beach boats, they came up with new ideas. The dolly for the Hobie Cat, for example, utilizes a four-wheel frame with two of the wheels outboard of the hulls to keep the boat upright and two larger wheels closer to the centerline to carry and support the boat's weight. A minimum of two people are needed to launch and beach these catamarans with this rig.

The Laser frequently uses a dolly with two large wheels located just outboard of the boat's maximum beam. The hull itself rests on a padded axle beam and the dolly comes equipped with a metal pull bar.

Of course, there are almost as many different do-it-yourself designs as those that are sold commercially. This is especially true if the terrain differs markedly from that for which the commercial dollies are sold. One small boat builder in Michigan, for example, because he launches from a grassy strand, made his own boat dolly for a 18' pull boat out of wood that utilizes two 28" bicycle wheels.

Beach-Side Seamanship

When sailing your boat off of a beach, try to do so at a time when conditions are as ideal as possible. If this is your first time, go

in the morning when breezes tend to be lighter and the chance of a thunderstorm or squall is less.

Let us assume that you have a small 12' to 15' long sloop with a centerboard and kickup rudder that you want to sail off of a small, curved beach. If you are making an upwind start (the wind onshore), walk your boat to the most windward end of the beach to give yourself as much sea room as possible. With a sufficient depth of water off your stern, you can ship your rudder with the blade in the tipped up position.

Stand just to windward of your boat with the bow into the wind and the sails hoisted and luffing. Lower your centerboard to match the depth of your kickup rudder. With your one foot over the side and into the boat, push off with the other, your mainsail now close hauled to the wind.

The principle thought to keep uppermost in your mind when first climbing aboard your boat is to get her and keep her footing, even if it means falling off from a close hauled course for a short time. Don't succumb to the temptation of pinching your boat as it will only produce a heeling moment that will result, in the end, in your being back on the beach again. When you attain boat speed, you can then put her back on the wind.

Once you have gotten into deeper water, start lowering your centerboard or daggerboard to compensate for your leeward drift. This is especially important if there is a strong wind and current. Sail trim is important. A flat jib will cause your bow to fall off the wind and in toward the beach, while a flat mainsail will tend to turn your bow into the wind and away from the shore. While underway, keep an eye out for partially submerged rocks and other boats that may suddenly appear on the scene. Tack only when you feel you're clear of the beach.

A downwind or reaching start, in comparison to a windward one, is much easier. In all but a light wind, you can leave your sails down or go with your jib until you're clear of the beach. Having a sufficient depth of water for your rudder to function is your main consideration.

Returning to shore after a day on the water presents the same problems as setting out only in reverse. The windward approach can be as difficult as the windward takeoff, especially if the shoreline is strange to you and you're coming ashore in the dusk and with a rising wind.

If the area is new to you, take your time and scout about first. Check your chart and observe the obstructions and currents around your proposed landing spot. Once you've made up your mind, begin your approach at the windward end of the beach because as you get closer to shore, you must start to raise your centerboard and rudder blade to avoid going aground. The sideways drift that this action creates can only be compensated for by allowing yourself sufficient sea room in which to maneuver.

In making a downwind approach, you can almost sail your boat right up on the sand if the beach is steep enough and there are no obstructions.

Above all, if conditions are too severe, don't be afraid to lay offshore for a while or put off a launch and try again later. This is far better in the end than a fun-ending capsized, grounding or collision.

Moments When You Know You're in a Good Boat

Thoughts About CROPC's Newest Addition, *Freshet*

By Gail Ferris

I was trying to lay low and continue with the uncommitted existence that I had been living without much of any choice in Greenland, but the phone rang and it was Jon Persson asking me if I would like to attend our Connecticut River Oar & Paddle Club's April Fool's Day outing on March 31st.

The agenda was our usual low key gathering to enjoy rowing and paddling our assortment of small boats. As usual, we were to meet at our favorite place, the Landing at the Essex River Museum. Those who were more daring would be able to try each other's boats, but the main purpose was to trial row our latest experiment in oar-on-gunwale water craft, *Freshet*. This boat was designed by Jon Persson to be rowed by one, two or three people with a coxwain. She is a plank on frame previously described by John Stratton in the October 15, 1995 issue.

So there we were standing around at the Landing cordially inviting each other to experience *Freshet*, encouraging one another to step in and go out for a short row. I didn't want to rush into this quickly, I wanted to watch others go out first to see the things they had to do to get into the boat, how the boat handled getting in and out of the small beach past the piling, the efforts and energy expended making corrections and how tired they were returning from the short row. I could see the potential of this boat for club outings and racing.

Well, it's one thing to look and it's another thing to feel. So I took the step, into the boat. I decided to man oars at the bow station. I usually choose that station in the *Current* because the feel of the boat seems most comfortable to me at that station.

From the moment I started to step into the boat I realized that *Freshet* was my type of boat. As I pressed down on the gunwale, the boat rolled nicely toward me enabling me to step over it without having the awkward struggle climbing over the gunwales of the stable hard chined *Current*. The way *Freshet* rolled on her soft elliptical chine told me that there was very carefully thought out degree of roundness to the bilges that was desirable.

I realized that I was committing myself in a definite way because there is no such thing for me as being halfway about a boat once I am aboard. And when somebody handed me a pair of oars I couldn't just sit there and talk about the weather.

My pleasure increased the moment Jon Persson and I pushed off from shore. *Freshet* moved effortlessly with less than ideal oars, entirely different from any multi-oared boat I had experienced. As we rowed against the fast moving spring river current, we whisked up river past the docks to the inlet for North Cove, moving upriver, with a chop following us from the 12 knot south wind, as though we were hardly doing anything.

On the way back Jon mentioned that he had noticed during the first outing that the row-



ers seemed to become so completely relaxed that they were wandering far off course, when they would suddenly realize that they had not been paying attention and found themselves in the middle of the river or along the opposite bank a mile off course.

The same thing happened to Jon and I. There we were way out in the middle about to become unwelcome participants in a frostbiters' race. We hadn't even noticed the wind and the light chop that we were rowing into and later, when I took the boat out alone, I noticed the same.

With rounded bilges and no skeg, course correction was instantaneous unless the two rowers mixed up their signals, one pulling starboard and the other pulling port, leaving them wondering why the boat wasn't turning.

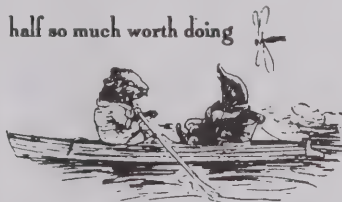
When I took her out I found that she

turned on a dime, which is a little too fast for an open water boat. We decided that we had best add a skeg because skegs give the tracking stiffness necessary for running seas, especially following seas.

Jeff Conklin and Carlos Fernandez took her out after the skeg was installed and Jeff confirmed that the skeg had made a marked improvement in tracking.

He also confirmed that wearing a Goretex drysuit in heavy seas not only enhances the rower's comfort level, but is a must for optimal performance capability and safety. In big, cold water a warm, dry rower is more likely to be old and bold and avoid being cold. I have long thought that serious rowers who want to be on the water as long as it is soft should wear a breathable dry suit and a Stormy Seas life jacket.

There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

Shirts featuring original
drawing and quotation from
The Wind in the Willows.

Heavyweight 100% cotton

Natural color T-shirts

Short sleeve T \$15.50

Long sleeve T-shirt \$21.00

50/50 Gray Sweatshirt \$25.50

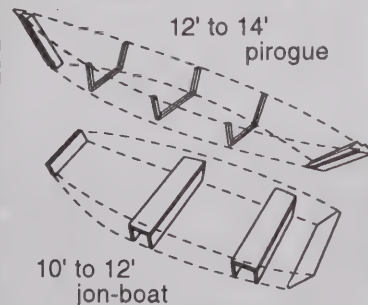
Sizes M,L,XL - Shipping \$3.50

The Design Works

Dept MA, P O Box 880

Silver Spring, MD 20918

KITS



(same kit builds different lengths)

Pirogue kit: \$42.50, includes plans, pre-cut cypress stems and ribs. Jon-boat kit: \$79.95, includes plans, pre-cut plywood transoms and seat units. Simply add plywood, screws, glue, etc. Price includes shipping. LA residents please add 4% sales tax. Canadian orders, please add 15% for shipping. Uncle John's, 5229 Choupique Road, Sulphur, LA 70663. V/MC call 318-527-9696

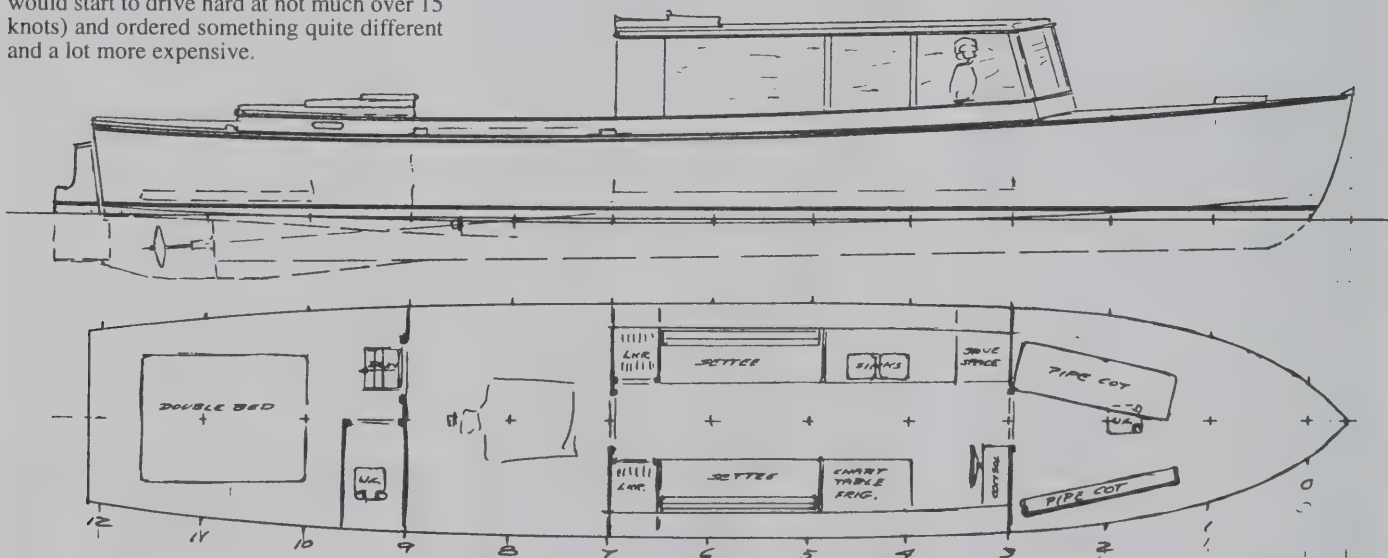
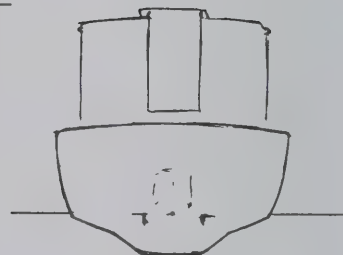
Bolger on Design

Light Power Cruiser Concept

50'0" x 9'4" x 2'6"

A client of mine had a William Atkin-design SERGEANT FAUNCE utility, about 25' x 4'8". Driven by a one-cylinder Couach engine of about 15 hp, she ran like a destroyer and looked like one. She was very smooth in a small chop and her shallow draft was often handy. I liked her very much (though I did think that she was unnecessarily complex and difficult to build). The owner suggested that a two-for-one scale-up would make a nice power cruiser, and I liked her well enough to make this cartoon from the published Atkin offsets. Doubling the breadth and length allows quite good accommodations. Something like this would be very economical to run for the amenities it offers.

Eventually he decided he wanted more speed than this shape could easily produce (it would start to drive hard at not much over 15 knots) and ordered something quite different and a lot more expensive.





Visit The



Back Yard Yacht Club

Snug harbor for all
homebuilt boat skippers

<http://www.stevproj.com>

Home of the Weekender and other
fine Stevenson Projects boats.

Be sure to check out ProjectCam!

619-481-3111

ROW A TRADITION. ROW AN ALDEN.

Free Color Catalog

1-800-626-1535



Alden Ocean Shells

Open Water Rowing Experts For Over 20 Years • P.O. Box 368G • Eliot, ME 03903



TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS

ROB BARKER

65 Moyers Ln. Easton, PA 18042
(Phone/FAX (610) 253-9210)



CLUBHOUSE BOATWORKS
217 S River Clubhouse Rd
Hanwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs,
prams, lapstrakes, and rowing boats.
Dinghy repair and restoration, inlays,
line splicing, varnishing, woodworking,
and model building.

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction

Box 146, St. George, ME 04857
(207) 372-8543



10'6" x 3'10" LAPSTRAKE YACHT
TENDER

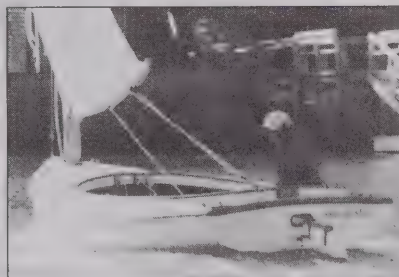
Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

Builders & Restorers



Cape Cod's
Sailing Headquarters &
Wooden Boat Center

• Established 1945 •



- AREY'S POND CATBOATS •
- The Arey's Pond 12', 14' & 16' Catboats

Traditional New England catboats designed
for comfort and stability: suitable for family or
single-handed day sailing. Arey's Pond Cats
are built to the highest standards with fiber-
glass hull, bronze hardware, Sitka spruce
spars, and teak rails, coaming, centerboard
box, floorboards and seats. A.P.B.Y. has spe-
cialized in custom built catboats since 1972.

ARNO DW SKIFFS

P.O. Box 222
43 Arey's Lane, off Route 28
South Orleans, MA 02662
(508) 255-0994

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons

416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007

COOPERSTOWN, NY 13326

Woodenboat Restoration/Rigging

CUSTOM BOATS & YACHTS

Since 1970

Wood Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.

North Falmouth Ma. 02556

508 563 3075



Black Duck Boat Works

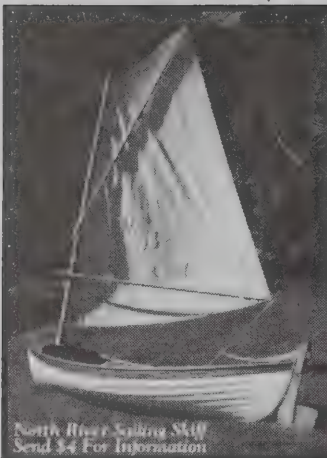
143 West St. in New Milford, CT 06776

at the Headwaters of Lake Lillinonah

- Custom Wooden Boatbuilding
- Repair & Restoration
- Classic Wood Canoes & Kayaks
- Rowing & Pulling Boats
- Elco Electric Launches
- Paddling/Rowing Accessories

Sales - Rentals - Long Term Leasing

860-350-5170 [phone] 860-350-4194 [fax]



**Wooden Boats
for Sail, Oar
& Power**

Fine Restoration

**NORTH RIVER
BOATWORKS**
6B Elm Street
Albany, NY 12202
518-434-4414

North River Sailing Club
Send \$4 For Information



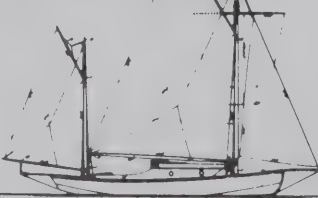
S.N. SMITH & SON
BOATWRIGHT - TIMBER FRAMER

Maintenance Repair (508) 255-8226 Restoration Custom Building

P.O. Box 724 • Eastham, MA • 02642

Beetle Cat Restoration & Replication A Specialty

**Hadden & Stevens
Boatbuilders**



Specialists in Wooden Boat Construction & Repair


HCR 32, Box 301, Small Pt., ME 04567 (207) 389-1794/737-4143

CUSTOM SMALL CRAFT
Since 1981
Specializing in St. Lawrence Skiffs



QUARRIER BOATS
P.O. Box 125, Alstead, NH 03602
(603) 835-6985

FLEET-O-WING



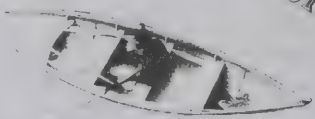
This graceful 18' keel knockabout was designed for us by Sparkman & Stephens in the 1930's. As sturdy as they come, she also enjoys a good run, and is roomy enough for 6 to picnic in.

Send for our brochure.

Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01951
(508) 462-7409


Custom wooden boats; mast hoops; authentic nautical furnishings.

PARKER RIVER BOAT WORKS



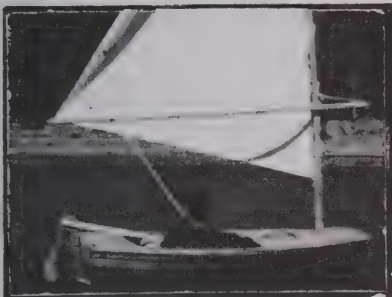
21 Newman Rd, Newbury, MA 01951
NEW CONSTRUCTION and REPAIRS

Douglas Scott 508-465-4095



We build traditional rowing, sailing or power skiffs and dories, wooden kayaks and other designs as per customer demand.

WEE PUNKIN

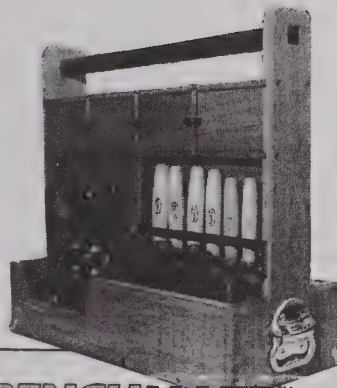


"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS

Rt. 1, Box 75, Collbran, CO 81624

Plans



BENCHMATE™ TOOLTOTE NEW

Plans now available for this **Deluxe Tool Tote**. Designed for the boat builder. Start making yours today! Set of 6 detailed pages with a photo of the finished product for \$10. **Immediate** shipment.

Send check or money order to:
Scott W. Hershey • 122 West Ridge Rd.
Dillsburg, PA 17019 • (717) 432-9303

Capt. Pete Culler's Plans

GEORGE B. KELLEY
20 LOOKOUT LANE
HYANNIS, MASS 02601
TEL. (508) 775-2679

One hundred and one traditional designs from a 9' pram to a 125' Tern schooner.
Send \$1 for price list.



WORKSKIFF 18' x 5'3"

Lobstering, clamming, musseling, fishing — whatever work there is to be done, this big, rugged skiff does it all with a minimum investment of time, skill, and money. Is she fast? You bet. With a 25-hp Yamaha, she planes at 24 mph.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$30.00 ☐ Study plan packet for WORKSKIFF and 35 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ *Instant Boats*, \$15.00 ☐ *Build the New Instant Boats*, \$19.95 ☐ *Go Build Your Own Boat*, \$20.00 ☐ *Build the Instant Catboat*, \$9.95 ☐ *How to Build the Gloucester Light Dory*, \$7.95 ☐ *Keeping a Cutting Edge: Saw Filing*, \$7.95 ☐ *Boat Modeling with Dynamite Payson*, \$19.95 ☐ *Boat Modeling The Easy Way*, \$19.95— Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

OYSTERCATCHER

15'6" Flatiron Skiff for daysailing & camping. Plans for home building: Easy construction from sheet ply without jigs or lofting. Roomy & versatile, with various possibilities for sailing rigs. Free study plans.

CONRAD NATZIO, The Old School,
Brundish Rd., Raveningham
Norwich NR14 6QB, United Kingdom
Phone +44 1508 548675



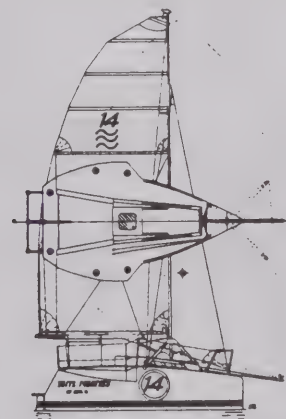
SWAMP YANKEE BOATS

I specialize in building just one boat with today's technologies. A stitch & glue version of Rushton's "Wee Lassie" double paddle canoe. LOA = 11', Beam = 28", Weight = 25lbs. Plans available @ \$15.

Robert W. Sparks

36 Soundview Hts., Branford, CT 06405
(203) 488-5932

Build an INTERNATIONAL OFFSHORE 14 "SUITE FOURTEEN"



High-performance 14 foot trailerable racer/cruiser. Sail singlehanded or with a crew of two. Plywood composite tape construction. Class Association forming. Info and class rules \$5. Plans \$150 ppd.

NILS ANDERSSON

1269 Broadway Suite 121, El Cajon, CA 92021
(619) 697-9537

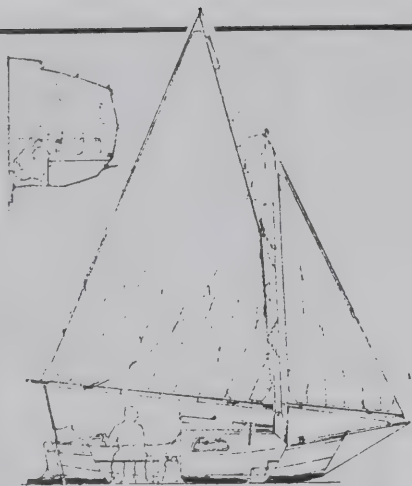
KRISTJANSON BOATWORKS

123 E. Edgar St. Seattle, WA 98102



Little Ripple	12'6" Solo Canoe	30lbs
Ripple	14'6" Canoe	35lbs
Little Shot	7'11" Tender	55lbs
Aimless	13'6" Rowboat	115lbs
Pinecone	10' Skiff	75lbs
12' Pincone	12' Skiff	110lbs

Easy Plywood/Epoxy Construction
Plans Include Full-Size Patterns - \$60



GFB-16 TRAILER POCKET CRUISER
Power or sail versions. Safe, roomy, amateur buildable. Send SASE plus \$4 postage for info package.

SALTY'S

P.O. Box 604, Rockland, ME 04841
(209) 594-2891, Leave Message.

Plans for Canoes, Seakayaks, and
Historic Decked Canoes.

Or, Sail your Canoe!

Send \$1 for Info to:
Island Canoe

3556-M West Blakely Ave.
Bainbridge Island, WA 98110



GEODESIC

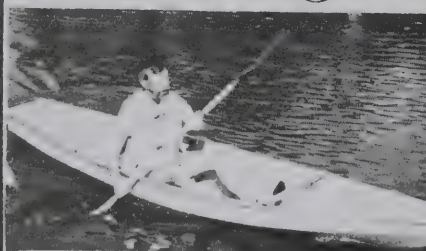
Designs by Platt Monfort

- **STUDY PLANS BOOK \$5.95**
Large Scale Lines Drawings
- **INSTRUCTIONAL VIDEO \$19.95**
70 Minutes Of Latest Techniques

Monfort Associates

RR 2 Box 416MA Wiscasset, ME 04578
(207) 882-5504

TOTO



13'x30" DOUBLE PADDLE CANOE
TAPED SEAM PLYWOOD
NO JIGS - NO LOFTING

\$15 PLANS

\$1 INFO ON 18 BOATS

JIM MICHALAK

118. E. Randall, Lebanon, IL 62254

Save Time, Save Money with the Best Boat Plans Available. . . .

There are lots of boat plans available—but ours are the best value. Many potential builders are turned off when they see what is available from our competitors. It's not that they aren't good plans, but you have to be a professional boatbuilder to use them. Ask these questions before buying a set of boat plans:

Do the plans require lofting? Ours don't. We supply patterns with every set.

Do the sellers know the plans they are selling, or are they *brokers*? We know our plans; we designed them all.

Do they offer help if you have a problem? We do. We answer questions every day by phone and letter.

More people *build* boats from GLEN-L plans, patterns, and kits than from any other source. We take pride in our product, we are not selling our persona, we are selling a product that you can work with, at a price that you can afford.

SEND \$5 TODAY for our 168 page **BOOK of BOAT DESIGNS** with **FREE** boatbuilding supplies catalog.

GLEN-L marine designs 9151 Rosecrans,
Box 1804/AMF, Bellflower, CA 90706-2138
PH. 310/630 6258 FAX 310/630 6280

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch **IRREDUCIBLE** to famous 32' blue-water ketch **TAHITIANA**. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

PLANKING BENCH, Plan #51

Extremely useful for working long members including keels, keelsons, shoes, skegs, planks, strips, clamps, wales, risers, strakes, carlings, ceilings, coamings, spars, oars, and paddles.

Complete Plans
and Instructions

\$44 TAX/SHIP
INCLUDED

Checks/Cash

Saves Many Manhours

Facilitates Quality

Knocks Down for Storage or Transport

Use Inside or Outside

In use at the
Small Boat Shop
on Hyde St. Pier,
National Maritime
Museum

C.S.Kraft Shipbuilding & Drydock Co.

448 Throckmorton • Mill Valley, CA 94941 • 415-388-5969

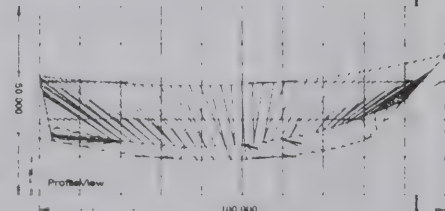
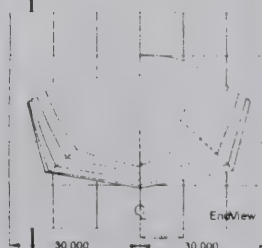
PLANS ACCOMMODATE ANY LENGTH BENCH

Hard-Chine Boat Design

with EasyCAD

BtDzn

- draw hull curves
- rule panel surfaces
- expand flat panels
- project stations, waterlines, x-sections to all views
- output offset tables, hydrostatics, plate angles, 3D
- within CAD for simplicity and for doing further design



BtDzn works within EasyCAD to help you design hulls for sheet materials such as plywood, steel, or aluminum. Create multiple panels then generate 'ruling lines' to define panel surfaces. Test 'developability', then un-spring panels to accurate flat shapes.

BtDzn + EasyCAD . . . \$179
BtDzn + introEasyCAD . . . \$119
BtDzn only . . . \$75
(req 286+EGA/PC - incl \$8 S&H)

1 Hall Small Boats
5520 Lockridge Road
Durham, NC 27705-8006
919 967-2389 for INFO

Supplies

MARINE CAM SERVICES

COMPUTER AIDED MANUFACTURING

WOOD
BRASS
ALUMINUM

CAD SERVICE
HULL MODELLING
SMALL BOAT KITS
STRIP CANOE MOLDS
MOLD & PATTERN MAKING



CHRIS HARDY
134 CEDAR ST. CONTOOCOOK
N.H. 03229 603-746-3586
FAX 603-746-3157
E MAIL CHRIS 93327@AOL.COM

Small Craft Sails

GAFF, GUNTER, LUG, SPRIT, ETC.
AERODYNAMIC DESIGNS IN WHITE,
TANBARK OR EGYPTIAN DACRON

DABBLER SAILS, P.O. Box 235
RT. 1020, WICOMICO CHURCH, VA 22579
PHONE OR FAX: (804) 580-8723



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731
1 (800) 339-6777

Orr's Island, ME 04066
(207) 833-5852

MOST ADVANCED AEROSPACE TECHNOLOGY ON EARTH

NOW

A tough, clear,
exceptionally glossy finish
for teak or mahogany that lasts
5 full years

-WITHOUT RECOATING!

Yes, it's true.

Five initial coats of Smith & Co.'s remarkable new
2-part linear polyurethane for wood repels sunlight,
water, weathering and abrasion for years.

And no sanding between coats!

*Out performs even industrial grades of polyurethanes
and all other consumer grades.*

*Contains exceptionally high levels of both ultraviolet absorbers
and sophisticated antioxidants.*

50 SQ. FT. KIT

3 pints Clear Polyurethane
1 pint Brushing Reducer
2 pints Clear Penetrating
Epoxy Sealer™
Measuring Beakers
Pre-paid UPS

\$96.37

100 SQ. FT. KIT

3 qts. Clear Polyurethane
1 qt. Brushing Reducer
2 qts. Clear Penetrating
Epoxy Sealer™
Measuring Beakers
Pre-paid UPS

\$153.81

Call or write for free descriptive literature.

SMITH & CO.

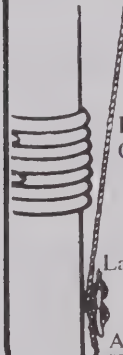
INDUSTRIAL & MARINE SYNTHETIC RESINS

5100 Channel Ave., Richmond, CA 94804

510-237-6842 • 1-800-234-0330

Clear Penetrating Epoxy Sealer™ restores, stabilizes, strengthens dry-rotted wood.

Mast Hoops



Mast Hoop Fasteners - Sail
Hanks - Parrel Beads - Wood
Cleats - Wood Shell Blocks
Deadeyes - Bullseyes
Custom Bronze Hardware

Pert Lowell Co., Inc.
Lanes End, Newbury, MA 01950
(508) 462-7409
Custom Wooden Boats
Authentic Nautical Furnishings

Epoxy Resins & Fiberglass Cloth

We have lowest prices for epoxy resins
and all types of fiberglass cloth and
accessories. We also carry kevlar and carbon
fiber cloth. Epoxy resin \$89 for 3 gallons,
cheaper for larger quantities.

Send \$8 for an epoxy sample kit, product
description and a detailed information
package on how to use epoxy.

RAKA Epoxy & Fiberglass

(561) 364-8086 9am-10pm, 7 Days

Complete info & prices on Internet Site:
<http://www.magg.net/~raka-inc>

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.
HCR Box 337, Urbanna, VA 23175
(804) 758-2721

RED/WHITE CEDAR STRIPS



1/4"x3/4" Cove & Bead
Top Quality Clear
8, 10 & 12 Ft. Lengths
Canoe Kits

the NEWFOUND WOODWORKS inc.
(603) 744-6872

RFD #2 Box 850 · Bristol, NH 03222

POLYESTER RESIN

(With Catalyst)
Finest Quality - Always Fresh

5 Gal. Pain	1 Gal.	4 or more	20 or more	4 pails or more
\$70.00 ea.	\$15.50 ea.	\$14.50 ea.	\$14.00 ea.	\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE
Mat 1-1/2 oz. 38" - \$2/yd ● Roving 24 oz. 38" - \$3/yd. ● Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

The Woodcarver's Knot
Custom carved quarter boards,
eagles, transoms, banners,
and nautical specialties

Louis N. Carreras, Woodcarver
P.O. Box 1054
Shirley, MA 01464
508-425-6204

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Quiet Oar*

The Rowers' Friend

QUIETS, CUSHIONS,
POSITIONS AND PROTECTS

Oars in Oarlocks.

Just roll on these one-piece
rubber oar sleeves and collars.

No tacks, glue or stitches

\$18.00 per pair

Includes shipping & handling

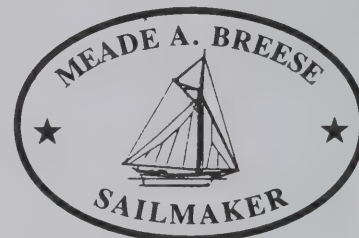
Check or money order only

*An Oar-Deal® Product

BECKLEY BOATING GEAR

Post Office Box 271

St. Michaels, MD 21663



Traditional Hand Finished Sails
Sail Repair ★ Canvas Work
Wire and Rope Splicing

(410) 639-2646

P.O. Box 546 Rock Hall, MD 21661

ENVIRONMENTALLY SOUND

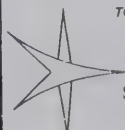


SHIP-BOR Borate WOOD PRESERVATIVE

EFFECTIVE - KILLS ROT! COLORLESS - ODORLESS

\$19.95 per / lb box + \$2.00 S & H

TO GET MORE INFO OR TO ORDER CONTACT

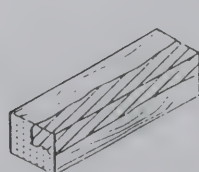
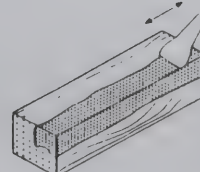
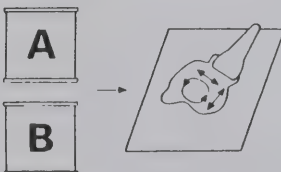
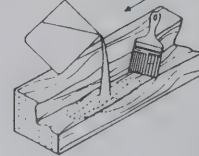
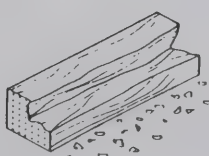


FIVE POINTS Inc.

Shipwrights, Consultants & Supplies
6864 SODUM RD.

LITTLE VALLEY, NY 14755

716-938-6315



WE INVENTED THE MODERN TECHNOLOGY
THAT RESTORES DETERIORATED WOOD.
IT WILL SAVE YOU TIME AND MONEY.

SMITH & CO.
Industrial and Marine
Synthetic Resins and Specialties
5100 Channel Avenue
Richmond CA 94804
1-510-237-6842
1-800-234-0330

Wood Canoe Hardware



1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available.

NORTHWOODS CANOE SHOP
336 Range Rd. Atkinson, ME 04426
(207) 564-3667

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



**MAINE COAST
LUMBER**

35 Birch Hill Road
York, ME 03909

TEAK & HOLLY • LAUAN

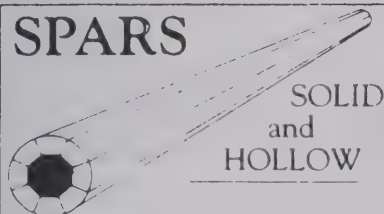
SIPO • KHAYA • FIR

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure half-hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8". 11 sizes: 3/4" - 1-3/8".

Send \$3 for Sample Packet & Info.
STRAWBERRY BANKE, INC.
P.O. Box 300 MB, Portsmouth, NH 03802

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

CLASSIC BRONZE YACHT BLOCKS

MANUFACTURED TO MODERN ENGINEERING STANDARDS



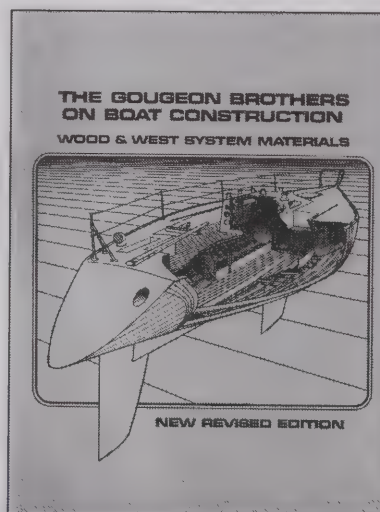
Herreshoff bronze shell blocks reengineered for modern Delrin ball bearings, and authentically manufactured from original designs.

For information and price list call or write;

J. M REINECK & SON
9 WILLOW STREET, HULL, MA 02045-1121
617-925-3312

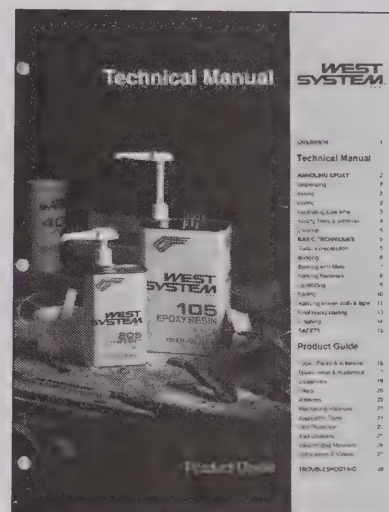
telephone (413) 782 1036
20 TREETOP AVENUE
SPRINGFIELD PAN CENTERBOARD COMPANY
SPRINGFIELD, MASSACHUSETTS 01108
DROP RUDDERS • TELESCOPING CENTERBOARDS • CANOE JEWELRY
CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

Don't start your project without these!



The Gougeon Brothers On Boat Construction

A 297 page book on lofting, safety, tools and construction methods for building boats with wood and WEST SYSTEM Brand Epoxy. Includes hundreds of detailed illustrations and photographs.
Hardcover, \$27.50



The WEST SYSTEM Technical Manual

A great way to get familiar with WEST SYSTEM, the universally trusted boat building and repair products. Everything you need to know for bonding, laminating, fairing, coating and finishing your project.
29 pages, illustrated, FREE

**WEST
SYSTEM**
BRAND

Gougeon Brothers, Inc., Dept. 77, P.O. Box 908, Bay City, MI 48708, Ph. 517-684-7286

Classified Marketplace

BOATS FOR SALE

16' William English Canoe, 1890. 65lbs, cedar & mahogany, copper flotation tanks. \$2,000. JOHN SALISBURY, Wellesley, MA, (617) 235-3084. (4P)

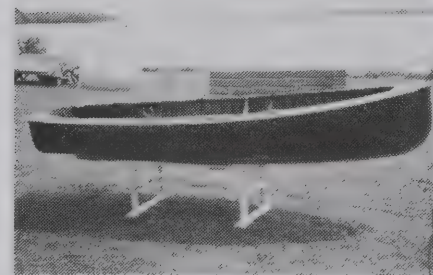
O'Day 192, Daysailer/Weekender, shoal draft keel/CB, slps 2. Roomy cockpit, main & jib, running lights, Merc OB, teak trim, Easy Load trlr. Exc cond, many extras. \$5,300. Can be seen at Spofford Lake, NH. GINNY GILSON, Greenfield, MA, (413) 774-5450, IV message. (5)

18' "Sanpan", wood constr compl w/sail & oars. Sell for money invested, \$1,500. M. BARABAS, RR4 Box 435, Wiscasset, ME 04578, (207) 882-7454. (5)



33' Friendship Sloop, '64 classic & traditional. Beautifully maintained, USCG documented. Spacious cockpit, gd sails. \$35,000. Send for fact sheet & photos. DAVID JONES, P.O. Box 898, Rockport, ME 04856, (207) 236-7048. (5)

Sea Pearl 21, leeboard cat ketch, conv top, galv trlr, oars, water ballast, misc gear. Dark blue w/tanbark sails. \$4,300. Rare on west coast. HARRY MILLER, Sacramento, CA, (916) 925-1615. (5)



10' Old Town Dinghy, '36 canvas covered. Beautiful restoration, rope bumper, lift rings, 2 rowing stations w/original brass oarlocks. 1st prize winner. Incl cedar display stand & new Shaw & Tenney oars. \$2,000. **15' Thompson Rowboat**, '20 cedar strip smooth sides, wineglass stern, 2 rowing stations. Original unrestored, grt shape, no cracked ribs. Looks like a Whitehall. \$2,000. GEORGE HUBBELL, 38 Sunnywood, Chazy, NY 12921, (518) 846-7804. (5)

Glen L 21 CB Frame Kit, asking \$300. CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 EST days. (5)

19' Lightning, '77 Allen, FG, vy gd con. 2 recent sets of sails (main/jib), 2 yr old galv trlr \$2,500. RICK ROGERS, Harvard, MA, (508) 456-3097. (5)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.

Carolina Dory Skiff, 20' long, 6' beam, OB well. Compl refinished in '94, epoxy over plywood. Exc cond. No motor (previously used 20-25hp, tiller steering, short shaft). Incl 10' oars, compass, anchor & some safety gear. Cox galv trlr w/new wheels, bearings, tires. \$1,100 w/trlr, \$825 wo. **F2 Strato Sailboard**, carbon epoxy constr, ltwt, stiff, exc cond. 2 sails (4.7m & 7.0m) 1 mast, 2 booms, harness, paddling seat & dbl paddle. Aboard you can learn on & yet not outgrow. If the wind doesn't blow it can be paddled like a kayak. \$575. **18' White Canoe**, FG, caned seats, green, gd cond, 85lbs. Ready to use w/2 paddles. \$350. KEN MEYER, P.O. Box 64, Whitefield, ME 04353, (207) 549-5741. (4)

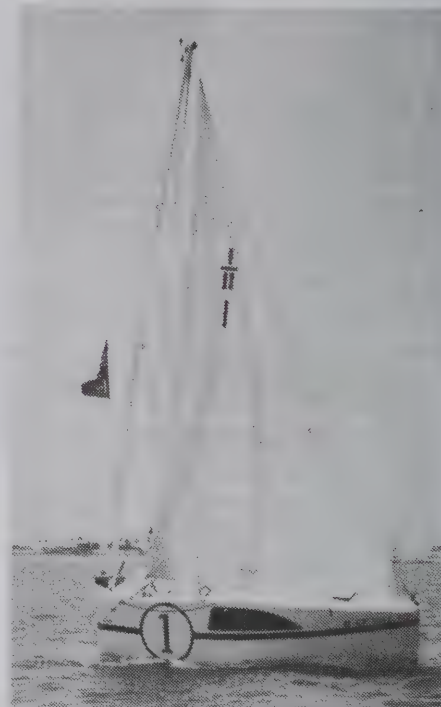
22' Marshall Cape Cod Catboat, '75, FG. New: Rblt Gray Marine 4, dodger, sail cover, mast boot, wheel cover, VHF radio, charcoal cabin FP/hr. Newly painted. Looks grt, sails grt. Must sell, asking \$1,899. CAL PERKINS, P.O. Box 97, Mattapoisett, MA 02739, (508) 758-4740 eves. (4)

Old Town Canoe, '53 18' Guide AA. Mahogany trim, decks & seats. Half ribs & floorboards. Original rudder gudgeons & new mast thwart. Redone in '93 & shown @ WoodenBoat Shows since. In water only twice. \$1,300. JOE WISEMAN, Virginia Beach, VA, (804) 420-3427. (4)

25' Cape Dory Sloop, '74 w/'92 sails, Furlex roller furl, Flasher, Jiffy reefing, VHF, depthsounder, 9.9 Evinrude w/electr start & alternator, custom trlr. Well equipped, gd cond, seaworthy sloop. Located Biddeford, ME. \$8,500. LESLIE SMITH, Amherst, MA, (413) 549-5691. (4)



36' Downeast Cruiser, think you have to pay \$29,000 for this 6'5" headroom diesel powered cruiser? Perhaps not, but I'm too sentimental to be rational so talk to the broker, Marnie Small and ask for details on *Security*, blt in Chebeague in '71, owned by Bill Woodhead. Sale will include mooring rent in Brunswick, ME. MARNIE SMALL, ME, (207) 729-1639. (4)

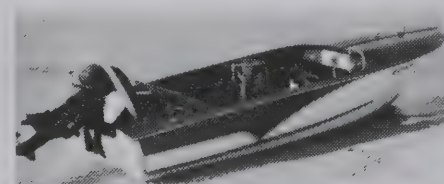


14' So-Du-It, Ted Brewer design. Prototype equipped w/carbon fiber A-frame mast w/tabernacles, carbon fiber retractable keel & rudder, main/head sail & staysail. Hull cold molded in red cedar. Running lights. See articles in Vol 9 No 18, Vol 11 No 3 & Vol 12 No 18. \$2,500 OBO. NILS ANDERSSON, 8956 Harness St., Spring Valley, CA 91977, (619) 697-9537, E-mail NilsSail@aol.com. (4)

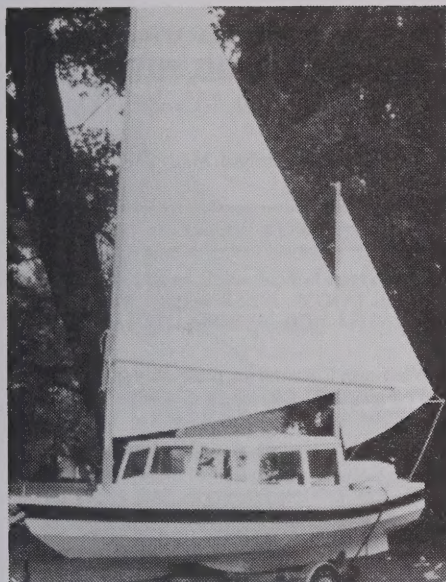
Herreshoff America 18 FG Catboat, gaff rigged ready to cruise trailer-sailer. Equipped w/new Marshall hinged alum mast for easy raising & lowering. New varnished oak guard rails & both varnished oak and plastic mast hoops. Recent new steel CB, quiet Honda 4-stroke OB w/battery charging feature, porta-potty, bunk cushions, sailcover, companionway screens, freshly painted bottom. Crank it onto the Load Rite trlr, hinge down the mast to its riding support, tie it down, & off you go. \$8,500. BILL PARKER, Philadelphia, PA, (215) 233-2382. (4)

Albin Deluxe 25', aft cabin, 36hp Volvo marine diesel, custom raised bimini w/camper canvas, vy clean. Incl everything. Safest cruiser ever blt. \$14,000. JIM MURRAY, Poughkeepsie, NY, (212) 477-6606 days, (914) 446-5560 eves. (4)

18-1/2' FG Sloop, on new trlr. Anodized mast & boom, many extras, gd sails. \$2,000 as is in Hudson, NY. Call for details. DOUGLAS BUCHANEN, Andover, MA, (508) 474-0332 eves. (4)



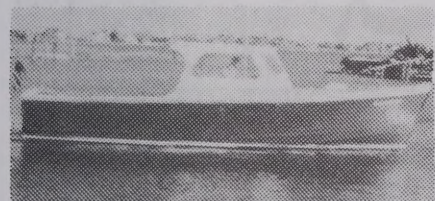
15' Wolverine, '58 cold molded mahogany, just beautifully rblt. Painted topsides, vanished mahogany decks & interior, re-chromed hrdwre. 35hp '58 Johnson runs gd w/wheel steering. Cox trlr, canvas cover. \$5,000 OBO. JIM MINCHER, Wrightsville Beach, NC, (910) 799-5003 or (910) 256-3604. (4)



19'x 7' Motor Sailer, Fred Shell design Great Blue Heron. Blt '92, epoxy glued lap mahogany ply, spruce spars. Slps 2 in big cockpit cabin. 8hp Nissan OB. Exc cond, w/anchor & gear, porta potti, main & mizzen sails in exc cond. On trlr. Asking \$1,750. Located in northern NY. STUART HILLS, 6 Hillside Rd., Canton, NY 13617, (315) 386-8454. (5)

Klepper Aerius II Classic Folding Kayak, w/ drifter sail. 2 yrs old, used 1 season. Boat, rudder, accessories & bags in new cond. Pd \$3,250, will consider less if reasonable offer. MARK REVEAUX, Stony Creek, CT, (203) 488-1914, e-mail: penguin@ingress.com. (5)

'87 Sea Pearl 21, blue, convertible cabin, 10' oars, anchor, fenders, Ritchie compass, 2 sets sails, motor mount, water ballast, trlr & 3hp British Seagull. Vy gd cond. Asking \$5,300. Must sell, daughter nds piano. ROGER HEIDER, 3423 S. Barstow Ave., Toledo, OH 43623-4044, (419) 474-1593. (5)



30' MacKenzie Bass Boat, '71 raised deck, shelter cabin, w/canvas ventilating windshields. Repowered 5/93 w/twin Crusaders, 350 Thermo-Electron w/120 hrs. VHF, CB, DS, fume alarm, auto battery charger, 2 new bilge blowers, 2 12v fans, 2 anchors & rode, all CG equipment. Bottom completely refastened & caulked 9/94. Gd cond throughout, kept in water in covered slip yr round most of its life. Asking \$12,900. BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742-4756, (908) 295-1590. (5)

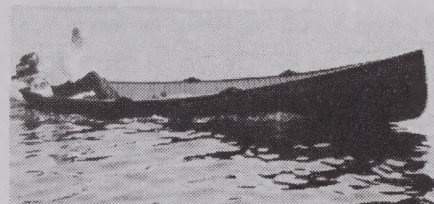
17' Penn Yan OB, '59, to restore. Free. BOB LOHMANN, New Milford, CT, (860) 354-1667. (5)

Adirondack Guide Boat, 14' Brie by Indian Point, glass w/traditional ribs, caned seats, Shaw & Tenney oars, graphite bottom finish, black w/green interior. Tippy but fast, a joy to row. A steal @ \$800. **12' Wee Lassie Canoe**, stretched & slightly widened from original palms. Red cedar stripper has keel, green w/natural interior. Incl Bean dble paddle. If my wife can paddle this 25 mi/day you can too! \$425 OBO. JACK MC KIE, Rochester, NY, (716) 581-1399 eves. (5)

13-1/2' Wood Pussy Catboat, classic design by Phil Rhodes, blt in '40's by Palmer Scott Co., Bedford, MA. Fully restored '92 used little since. Trlr incl. Delivery possible. About \$1,400. DAN BALDWIN, E. Berlin, PA, (717) 259-0057. (5)

7'8" Old Town Dinghy, vy pretty classic yacht tender. Varnished interior, canvas exterior recently coated w/West epoxy. Gd cond. \$800. BOB STUART, Hingham, MA, (617) 740-0747 or (207) 633-5331. (5)

Ally Pak Folding Canoe, rated for Class 3, folds into 1 lg duffle bag. Used only a few times. New \$2,000, sell \$675. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (5)



7' Rangely Guideboat, Ellis, restored '94 in Rangeley. \$1,600. \$2,000 firm w/'58 classic Mercury Mk 10 mint 10hp OB, 60 hrs since new, red/cream, winterized. OB separate \$750. CHARLES SMITH, Cambridge, MA, (617) 354-3471. (5)



25' Van Dine Tancook Whaler, '74, w/trlr. 8hp Evinrude in well. \$6,700. Located in central MA. HENRY KOHN, JR., Hardwick, MA, (413) 967-7391. (5)

15' Montgomery, '85, exc cond. Royal blue w/white sheer, tanbark main & jib, also genoa & spinnaker w/gear. Danforth anchor w/chain & 3-strand rode. Teak toe rails & trim w/recent application of Sikkens. 3hp Gamefisher, '95 galv trlr (must be modified to be roadworthy). Boat kept waxed & covered when not in use. Asking \$3,300 or reasonable offer. Located in Gulf Breeze, FLnr Pensacola. SCOTT TAYLOR, Tallahassee, FL, (904) 878-7680. (5)

16' Old Town Guide Canoe, cedar/canvas, restored 4/96, waiting to be paddled. Exc cond. Asking \$1,200 or trade for 17+ sea kayak. ARMAND MICKUNE-SANTOS, Medford, MA, (617) 627-3861, (617) 391-1768. (5)

Original 17' Rangeley Lake Skiff, fine lapstrake hull w/traditional round rowing seat. Paint has been stripped but nds additional sanding & new paint. A wonderful project for someone interested in owning a classic old timer. Reason for selling, too many boats. Asking \$975. **Original 16' Chestnut Prospector Canoe**, wood/canvas blt in early '80's but used only slightly since. Exc cond, ideal for family boat as is stable & rugged. Reason for selling, have blt my own 16' wood/canvas canoe. Asking \$975. DUNCAN CAMPBELL, Bennington, VT, (802) 442-2438. (5)

11' 6" Charlotte, frameless lapstrake solo canoe, Shaw & Tenney paddle, downwind sail rig, weight 25lbs. Bldr Tom Hill. Like new. \$850 compl. TONY FIORE, 17 Classic Ct. S., Palm Coast, FL 32137, (904) 446-5519. (5)

17' Swampscott Dory, '94, compl sailrig, 9' spruce oars, custom cover & trlr. All in exc cond. \$5,500. \$4,500 w/trlr. NED COSTELLO, Box 262, Middle Haddam, CT 06456, (860) 267-6847 eves, (203) 946-7263 days. (TF)

New 11' Wittholz Catboat, a wonderful sailer & "just so" looks. Interior space of much lgr boat, lapstrake epoxy saturated hull, careful attention to detail, handsome brightwork. Sitka spruce spars & custom blt oars. Compl w/dacron sail. \$4,800. ROCK HALL BOAT SHOP, P.O. Box 185, Burgess, VA 22432, (804) 453-5574. (5)

Sea Pearl 21, '92 cat ketch. Exc cond, leeboards, water ballast, black hull, teak rails, convertible top, epoxy bottom, Bruce anchor, galv trlr, extras. Trailers like a dream. A fine boat for day sailing or two week coastal cruises. \$4,800 OBO. LAWRENCE BIRCH, 626 Station Rd., Amherst, MA 01002, (413) 253-0597 anytime. (5)

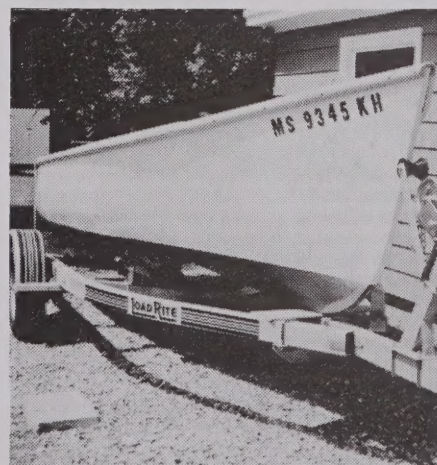
22' Wooden Sailboat, '63 gaff rigged Bud McIntosh designed & blt. Shoal draft, CB, slps 2. Lots of gear, '86 8hp Evinrude, 3 sails, anchors, etc. Exc cond, ready to launch. \$5,000. VINCE TODD, Durham, NH, (603) 659-6528. (5)

14'4" Sturdee Cat, '84 FG catboat in gd cond. Fast & fun. Tilt trlr, Seagull OB, boom tent, new sail & rigging '94. Located in Marion, MA. \$3,600. JACK LEVINS, Franklin, MA, (508) 528-0394 or (508) 748-0948. (5)

25' Bristol Corsair, w/10hp Chrysler Sailor electr start OB w/cockpit controls, overhauled in '95. New & spare main, new VHF, cruise equipped. Slps 5 w/6' headroom in main cabin. Enclosed head. Grt family boat. \$5,000. GENE TRAINOR, Scituate, MA, (617) 545-3734. (TF)

'80 Dovekie, w/dark blue topsides. Trlr, binnacle w/compass, portable head, plus equipment to make her cruiseworthy for you. GLENN HANSEN, Glenview, IL, (847) 724-0327. (5)

Black Skimmer, leeboard sharpie cat yawl designed by Phil Bolger, in gd cond. Plywood/epoxy, sails, head, 6hp Evinrude, trlr & assorted accessories. \$6,750. JAY BLAKE, Newbury, MA, (508) 462-7847. (5)



16' Penbroke Open Skiff, self bailing. Blt in ME in '92. 6' beam, vy seaworthy, hp range 20-40. \$1,575 boat only. STUART FALL, Topsfield, MA, (508) 887-9657. (5)

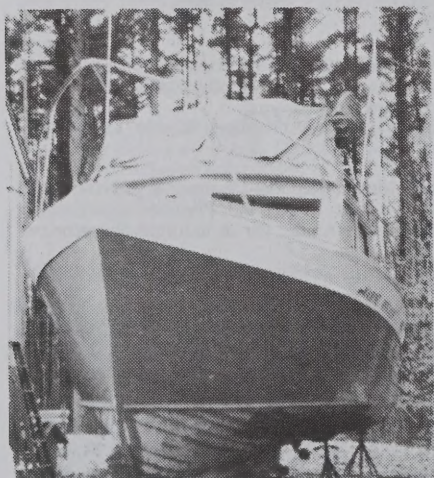
Westerly Chieftan, aft cabin Centaur, w/wheel, diesel. Dry stored 5 seasons in VA. Mint. Urgent, health crisis.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386 eves. (TF)



17' Drascombe Driver, FG/teak trim, standing lug rig, shrimp IB, tilt trlr, spray head, many extras. \$3,250 OBO.
CARL HAY, 178 Brook St., Carlisle, MA 01741, (508) 369-4951. (4)

'83 Hobie 12, w/trlr. \$1,265. Delivery poss in FL.
BARBARA, St. Augustine, FL, (904) 264-1874 aft 6pm. (4)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500.
TOM HELD, Racine, WI, (414) 634-1272. (TF)



31' Pacemaker, Pelican. Sell @ \$6,300 w/out electronics or will take smaller boat towards price or trade even if value about same. Classic vessel for sale is '66 flying bridge sport fisherman solidly bilt in NJ of mahogany on closely spaced oak ribs in perf cond. Single FWC 260hp V8 installed new in '83 in gd cond, abt 450 hours. Cruise, fish, dive, explore w/small craft along. Lots of room in 11' x 8' cockpit, seats more on flying bridge. Gd family boat, slps 4, daytrips 8+, has SS galley, encl head w/ht, dual controls. Seeking day/cruising sailboat or small trailerable powerboat w/cuddy. Prefer wood in as gd cond as *Pelican*. Will probably go for other material if in gd cond. Reason for selling *Pelican*, too big for upcoming nds, bldg inland. Boat in southern ME. All reasonable arrangements considered incl layaway w/one-third down, balance by fall. 3rd owner.

ED CASS, 122 Stacy Ln., Eliot, ME 03903, (207) 748-0929 (w), (207) 683-2435 (s). (4)

16' Chestnut Freight Canoe, wood/canvas vee-stern ca '70. Stored inside & never used since recent restoration by Rollin Thurlow. This incl recovering & stripping orig paint from interior & varnishing. That job cost \$800 & was well worth it. Priced for quick desperation sale. \$1,400. Will deliver in NE.
HERB GUNNISON, 11 Jane St., Saugerties, NY 12477. (4)



16' Launch Hull, heavy strip planked wide beam hull w/skeg & shaft log. Perfect for launch, tug, workboat, steam project. Glassed inside, white epoxy paint outside. Never in water. \$1,200.
DICK TATLOCK, Lincon, MA, (617) 259-0846. (4)

14' Ken Swan Sailing Skiff, prof bilt in ME, finest mtl's. Row, motor, sail. Fast, handsome, exc cond. \$1,700. Tlr available.
CHARLES STEWART, Brunswick, ME, (2907) 729-2881. (7P)

20' Classic Chesapeake Fantail Launch, '85. Pine on oak, 6hp antique gas engine, hand start w/transmission & magneto. Custom trlr. \$4,000.
JAY HOAGLAND, Rockport, ME, (207) 596-0786. (5)

Galaxy 32 Sloop, '63, rugged, fast, attractive, seaworthy classic FG cruiser. Diesel, fridge, Autohelm, Loran, stereo, EPIRB, Espar htr. This boat is fully equipped for cruising whether long distance, liveaboard or weekend. Main, jib, genoa plus storm jib & trysail. Compl rigged w/Staylok fittings, mast steps, removable staysail stay. Windlass, bow roller, 3 anchors & rode. FG dinghy stores on deck. Teak trim topsides & warm mahogany below. Traditional layout w/permanent table, navigation space, galley w/copious storage, dbl berth fwd plus workbench. Wonderful cockpit w/full teak grating, wheel steering. \$19,900.
ED SELING, Charlestown, MA, (617) 242-5497. (TF)

Pete Culler Sailing Skiff, cedar plank 13', sprit rig, oars & locks, new jib unused, trlr w/new lights & bearings. \$850. **Culler Sloop Boat**, 17'6", '67, gd to exc cond, stored inside, new jib unused. Concordia bilt. \$4,500 or trade for new 55hp commercial Evinrude OB.
DAVID NIELSEN, S. Windsor, CT, (860) 528-2107 days only. (4)

14' Cape Dory, w/oars, sail. Last in water in '85. Lots of TLC. \$1,000. 3hp OB. \$100.
TOM SLEEPER, Marblehead, MA, (617) 631-1855. (4)

'61 Penn Yan, 18', 70hp Johnson, 29 yrs on Lake Erie. Restored, vy gd looking. Ready to go. \$3,850.
BRIAN QUINN, Rowley, MA, (508) 948-2168. (4)

Dancer Whitewater Kayak, by Perception. Spray skirt, flotation bags, red hull. \$400.
BOB PORTER, Ipswich, MA, (508) 356-7794. (4)

Old Town Sport Canoe, 13', mfg '91, w/Shore Lander trlr & fwd facing oars available. Compl unit \$550.
WILLIAM REID, Hopkinton, NH, (603) 225-3564. (4)

Free Boat, '30 Bigelow cutter, 28' x 12' bilt by Bigelow family of Monument Beach, Cape Cod MA. Nds ribs, some planking, but sound. Has wooden mast, rigging, lead keel.
REAL SAVOY, Stratham, NH, (603) 772-3999 aft 6pm. (4)

Swiftly Sailboat, plywood, 12' LOA, 5'2" beam, 5" draft, 105#. West System throughout. Vy safe & stable boat in exc cond. \$500.OBO.
DON AREY, Camden, ME, (207) 236-8610. (4)

O-Day Widgeon, w/trlr. \$1,200. **O'Day DS**, w/trlr. \$1,500.
FERNALD'S, Rt. 1A. Newbury, MA 01951, (508) 465-0312. (4)

Beetle Cat, early '60's.
C. TRAINOR, New Bedford, MA, (508) 636-2375. (5)

BOATS WANTED

Harold Payson Bobcat, w/trlr, in gd cond.
JOHN DE SANTIS, 1022 S. 46th St., W. Milwaukee, WI 53214-3620, (414) 389-1112. (5)

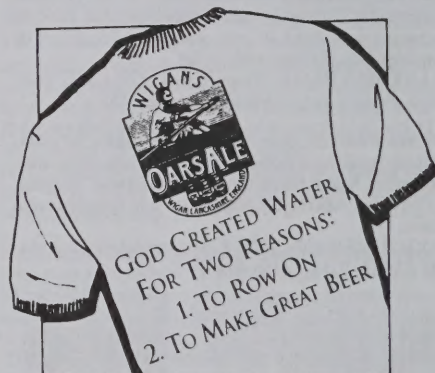
22' Wharram Catamaran, preferably sprit rigged.
TONY FIORE, 17 Classic Ct. S., Palm Coast, FL 32137, (904) 446-5519. (5)

Pelican or Great Pelican, preferably in northeast but not absolutely necessary.
MARK BALDWIN, Ellsworth, ME, (207) 667-3700, Fax (207) 667-9649, e-mail: borealis@acadia.net. (5)

Racine Boat Co. Canoes.
TOM HELD, Racine, WI, (414) 634-1272. (4)

Canoes, 17'6" to 18'6", less than 60lbs, easily paddled for camping/cruising.
KEN MEYER, P.O. Box 64, Whitefield, ME 04353, (207) 549-5741. (4)

GEAR FOR SALE



Toast the Spirit of Rowing in Our New Oars Ale T-Shirt! 100% heavyweight stonewashed cotton. Sizes: M,L,XL,XXL. Special \$16 (XXL \$18). S&H \$4 when you mention *Messing About in Boats*. Toll Free 1.800.985.4421, Fax 207.985.7633. Visa, MC & American Express. Color Catalog of rowing gear & accessories \$2.
WATERMARK, P.O. Box 1037M, Dept. MB, Kennebunk, ME 04043 USA.

There is nothing— absolutely nothing—

half so much worth doing



as simply messing about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

THE ALMIGHTY HIMSELF ENTRUSTED THE FUTURE OF ALL LIVING CREATURES TO...



A WOODEN BOAT

T-SHIRTS, as seen at Mid-Atlantic Small Craft Festival. Hwyght 100% cotton, natural color w/ dark green print. Short sleeve, M,L,XL. \$12. Shipping \$3.50.

FAUS DESIGNS, 81, White Dogwood Dr., Etters, PA 17319. (TF)

Western Red Cedar, clear all-heart vertical grain, 4/4 rough, widths to 20". **Eastern Spruce**, clear, 6/4 rough, exc paddle & oar stock. Send SASE for detailed list.

NATE CAREY, Grantham Millworks, P.O. Box 27, Grantham, NH 03753, (603) 863-2915. (7P)

Bandsaw Blades, 3/8"x 3 TPI, 100' roll enough to make abt 17 blades. Cut metal or wood. \$50/roll. CHARLIE BALLOU, Wilmington, MA, (508) 657-8266 EST days. (5)

3hp Evinrude OB, Yachtwin model 3632E, w/fold-up shank for easy storage. 50 hrs use. \$300. TOM SLEEPER, Marblehead, MA, (617) 631-1855. (4)

150lb Mushroom & 15' Chain, used 2 yrs. Asking \$125. JAY FOLEY, Worcester, MA, (800) 233-6539 days. (4)

GEAR WANTED

Used Oars & Oarmaster.

BETSY ROCKWELL, Greenville, ME, (207) 695-2680. (4)

BOOKS & PLANS FOR SALE

Classic Boat Videos, fabulous show scenery, owner interviews, river cruising & summer fun. *Antique Raceboat Regatta, Mt. Dora '95, St. Michaels CBC & Smith Mtn. Lake*, all are \$30 ea, incl. S&H.

THE ANTIQUE BOAT CENTER, Howard Percival Johnson, Jr., 15200 Mt. Calvert Rd., Upper Marlboro, MD 20772-9619, (301) 627-2114. (TFP)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.

NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)



Kayak, Canoe & Skiff Plans, full line of Blandford plans. \$2 for list of 19 plans.

JOE D. COX, RR1 Box 360, Farmland, IN 47340. (TFP)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

Canoe Lines, Plans, Offsets, Mold Patterns, for 12', 14-1/2', 16' & 18-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip bld or wood/canvas construction.

FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

Grandpa's Electric Sailboat, complete plans (40 drawings) & detailed instructions to build an 18' long, 6" beam, round bottom, open cockpit, CB sloop. 104pg soft cover book explains design tradeoffs & advantages of 2 battery ballast and 2 trolling motors. 5 day money back guarantee. Send \$18 (postpaid) to: RAMON ALAN, 960 Trapelo Rd., Waltham, MA 02154.



Sea Kayak Plans. "Sequin" is a sleek ltwt kayak designed for ocean touring. Classic Greenland lines. Simple stitch & tape construction is ideal for the home builder. Easy to follow plans are accompanied by 40 pg construction manual.

ROB BRYAN, Kennebec Designs, RR2 Box 311, S. Harpswell, ME 04079. (TFP)

Boatbuilding Articles. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

Small Boat Journal, compl set Pilot issue through #82 (*Boating World*). Mostly in library slip cases. \$200. plus UPS. GORDON STANLEY, Bridgeton, ME, (207) 647-2628. (4)



Classic Moth Boat Plans, available for the Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

Canoe, Kayak, Dinghy Plans. Plywood stitch & tape, & original DK's. Send \$2 in bills for leaflet. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, UK. (12TEOI)

Unused Plans, for M. Tennant's 7 meter cat "Chevron". A folding design in strip planked or cold molded constr. Slps 4. Grt manual. Full size frame plans. \$150 OBO.

RENNIEARCHIBALD, Grapevine, TX, (817) 488-2366. (4)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (TFP)

Magazines: *Small Boat Journal*, Pilot issue; Vol 1 nos 1-12, Vol 2 nos 1-3. *Wooden Boat*, Vol 1 nos 1 & 4. All for \$20 plus postage. **Books:** *The Mystic Seaport Cookbook* by L. Langseth-Christensen (ex lib), \$8.75 ins ppd. *The History of American Sailing Ships* by H.I. Chapelle (Bonanza), \$18.50 ins ppd.

PAULLEFEVRE, 1615 SW 58 Ave., Gainesville, FL 32608-5354, (352) 376-4977. (4)

Canoe/Kayak Plans, 16' wood/canvas, can be fiberglassed. Since 1962. Free information.

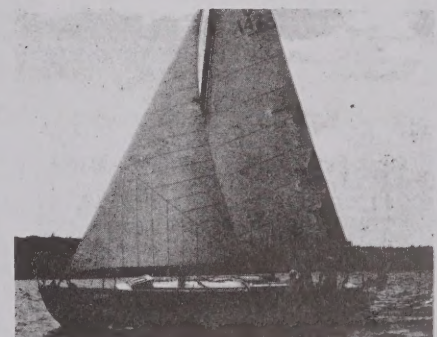
TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)

BOOKS & PLANS WANTED

Racine Boat Co. Catalogs, or any paperwork information.

TOM HELD, Racine, WI, (414) 634-1272. (4)

OTHER MARINE RELATED ITEMS



For Charter: 35' classic sailing yacht *Pleiades*. Comfortable cruising for 4 on this fully restored & well maintained vessel. Penobscot Bay, ME. \$975 weekly.

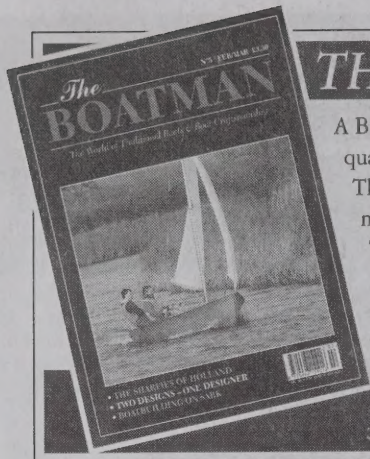
GEORGE EVANS, Isleboro, ME, (207) 734-6641 eves. (6P)

Summer Rental, house on Swan's Island, ME nr Acadia Nat Pk. 3br, bath, kitchen. View of hbr, hiking on property & many other places on island. Fresh water swimming in nrby quarry, grocery store on island, 2 sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$550/wk, Sat-Sat.

IVER LOFVING, Box 366, Swan's Island ME 04685, (207) 526-4121 aft 4/10, or (207) 773-9505. (TF)

Beetle Cat Lessons, we tailor make one-on-one lessons for anyone over 12 yrs in traditional 12' Beetle Cats.

DAVID JONES, Camden, ME, (207) 236-7048. (5P)



THE BOATMAN

A British magazine of exceptional quality about traditional boats. The accent is on the smaller and more affordable vessels.

Ten issues per year.

Subscriptions:

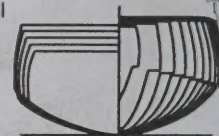
1 yr \$58.50, 2 yrs \$112.00.

Sample copy \$6.50 postpaid.

ARROWHEART PUBLICATIONS LTD.
PO Box 496M, Boothbay, ME 04537
Tel/Fax Toll Free: 1-800-804-7670.

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o **Call, write, or Fax for our free literature**



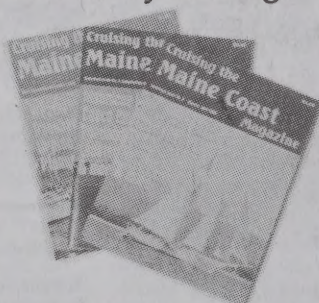
60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810

Cruise the coast of **MAINE**...all year long!

Subscribe to a NEW magazine for those who love boating in Maine's spectacular waters. Great gunk-holes, ports-of-call, best cruises, recipes, and lots more!



Cruising the Maine Coast Magazine

RR 1 Box 1769, Troy, ME 04987/ (207) 948-2200

1 year (6 issues)- \$18 ~ Full Satisfaction Guarantee!

HULL COUPLING SYSTEMS

- **Join any 2 or more canoes. Tip-proof. Easier to paddle** or sail.
- **Stable** for motor cruising. **Stand up safely** for photography, fishing.
- **Couple and uncouple afloat**, without leaving your seat. **No tools.**

SOLO PORTAGING WHEELS

- **Not a dolly! No modification of canoe! Nothing under the hull!**
- **Launch and land on wheels.** Raise or remove wheels while afloat.
- **Portage inverted or upright and fully loaded** right into the water!
- **Mount in seconds** with hull on the ground! **Anyone can do it easily.**
- **Strong, ultra-light**, golden White Ash wood and galvanized steel.

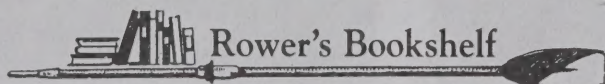
Improve the performance and enjoyment of your canoe!

Call: (617)544-0105 or 1-800-309-0105

CataCanoe Inc. 711 First Parish Road, Scituate, MA 02066-3123

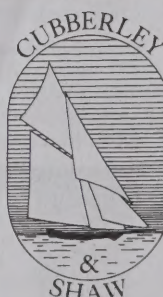
Free Catalog

Books, Art and Accessories
on the Sport of Rowing.



P.O. Box 368 Eliot, ME 03903

1-800-626-1535



Send for your **FREE** Copy:
Cubberley & Shaw
Maritime Museum News
PO Box 607AB
Groton MA 01450-0607

POSTMASTER: ADDRESS CORRECTION REQUESTED XIV-4

BULK RATE
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

*****5-DIGIT 01970
S1 P7

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM MA 01970

